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AND China Overland Trade Report.

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BIRTHS.

At East Point, on the 10th December, the wife of ROBERT ADAM, of a daughter. [2814]
On the 11th inst., at No. 1, Stewart Terrace, Peak, the wife of G. A. CALDWELL, of a daughter. [2829]
On the 14th December, 1896, at Meirion, the Peak, the wife of E. JONES HUGHES, of a son. [2860]

MARRIAGES.

At Bombay, on the 14th instant, ARDESHIR CAWASJEE CAMA, of Bombay, to BAIMAI, daughter of Mr. and Mrs. B. BYRAMJEE, of Hongkong. [2856]
At H.B.M.'s Consulate-General, Shanghai, on the 10th December, 1896, by Sir Nicholas J. Hannen, and afterwards at Holy Trinity Cathedral, by the Rev. H. C. Hodges, M.A., HARRY GEARY, eldest son of H. J. GARDNER, of Wrotham, Kent, to OLIVE, youngest daughter of the late Hugh F. RAMSAY, of Hankow, China.

DEATH.

At Swatow, on the 12th December, 1896, HENRY DOUGLAS CRICHTON, the dearly loved eldest son of ADA LOUISE and HENRY LAYNE, aged 6 years. [2839]

ARRIVALS OF MAILS.

The French mail of the 6th November arrived, per M. M. steamer *Tamise*, on the 10th December (34 days); the English mail of the 13th November arrived, per P. & O. steamer *Ganges*, on the 12th December (29 days); the American mail of the 12th November arrived, per P. M. steamer *City of Rio de Janeiro*, on the 13th December (31 days); and the German mail of the 16th November arrived, per N. D. L. steamer *Bayern*, on the 15th December (29 days).

EPITOME OF THE WEEK.

H.M.S. *Porpoise* with the torpedo-destroyers *Hart* and *Handy* arrived at Singapore on the 30th November. It is understood that the *Hart* and *Handy* will stay at Singapore during the north-east monsoon and that the *Porpoise* will come on to Hongkong.

The Hongkong Military Contribution Bill was finally passed by the Legislative Council on the 14th December.

M. Armand Rousseau, the Governor-General of Indo-China, died at Hanoi on the 10th December from an affection of the liver.

A Currency Note Bill, which provides for the issue of a Government paper currency, is being introduced in the Straits Legislative Council.

The Viceroy Wang Wen-shao has been confirmed in his present position, and will therefore rule Chihli province for at least three years.

According to a Renter's telegram of the 13th December, "the Russo-Chinese treaty published in Shanghai is denied at St. Petersburg, and the railway scheme is confined to the building of a short Chinese railway in Manchuria, connecting with West Siberia and the Vladivostok lines."

General Camilo Polavieja y del Castillo, who arrived at Manila a week or two ago as Secundo Cabo, or Lieutenant-Governor, has been appointed Governor-General, superseding General Blanco, who retires. General Enrique Zappino y Moreno is to be appointed Lieutenant-Governor.

The Dongtrien coal mine, in which a Hongkong syndicate was interested some years ago but which had to be abandoned because the Government would not afford the necessary protection against pirates, is again notified as for sale, the adjudication to take place at the Secretariat General, Hanoi, on the 1st April next.

With the promotion of Wu Ting-fang (Ng Choy) to be Minister abroad, his post of Director of the Tientsin Technical College, opened two years ago, it is reported, will be given to an expectant Taotai named Wang, a *chinsih* in rank and a man of progressive tendencies, and hitherto Vice-Director of the Tientsin Naval Academy.—*N. C. Daily News*.

The *Avenir du Tonkin* says:—Before leaving Tonkin Dr. Yersin telegraphed to the French Consul at Calcutta, who is acting in the matter at the request of the Indian Board of Health, to the effect that he was sending him a small quantity of the anti-plague serum. As is known, Dr. Yersin's arrangements are not sufficiently advanced to enable him to supply the quantities of the serum for which demands come to him from all parts.

In the Supreme Court at Shanghai on the 8th December, judgment was delivered in the *Onwo* and *Newchwang* collision case. The Court found that the *Newchwang* was on the wrong side of the channel, and that the *Onwo* neglected to reverse, both vessels being therefore culpable. The case arose out of a collision between the steamer *Onwo* and the steamer *Newchwang* early on the morning of the 30th of April, in the Huangpoo River, near Woosung, in which the *Onwo* was sunk and a large number of lives lost. The trial took place in H.B.M.'s Supreme Court, in Admiralty Jurisdiction, before Sir N. J. Hannen, Chief Justice, and Commander Grafton, H.M.S. *Redpole*, and Captain James Moar, master of the steamer *Strathleven*, Nautical Assessors. It is reported that the judgment is to be appealed against.

Hwang, the new Chinese Minister to Berlin, has, a Renter's telegram informs us, been declined by Germany, because his rank is inadequate to the position.

A serious accident occurred on board the outward bound M. M. steamer *Saghalien* on the 1st December, between Singapore and Saigon. One of the boilers exploded and killed eleven men, one of them a European engineer and the remainder Arab firemen. A number of others were injured. The vessel proceeded, under reduced speed, to Saigon, arriving two days late, and was detained there for repairs.

News from native sources states that the Imperial Bank of China, the prospectus of which was formulated by H.E. Sheng Hsuan-huai, Director-General of the proposed Great Western Railway, the Hanyang Iron Works, Imperial Chinese Telegraph Administration, and of the China Merchants' S.N. Co., and a Court Officer of the 4th grade, having been referred by the Throne to the joint consideration of the Board of Revenue and Tsungli Yamén, has been favourably reported upon by them and will be established at about the same time as the Great Western Railway. American capitalists are said to be at the back of both bank and railway. An Imperial edict is expected soon on the subject of the bank.—*N. C. Daily News*.

The *Peking and Tientsin Times* of the 5th December says:—On Wednesday evening here arrived from Peking the long expected English officers from India, Captain Welby of the 11th Hussars and Lieut. Malcolm of the 93rd Highlanders. These hardy explorers left Leh in Ladakh in April last and have thus been eight months *en route*, undergoing the usual privations that such travellers experience. They started with a retinue of twelve Argas and thirty-nine mules; but death and desertion gradually thinned their numbers, and they arrived with three attendants and three mules. As each mule died it became necessary to sacrifice clothes, instruments, ammunition, food, &c.; so that Northern Tibet is dotted with their belongings. On arriving at the frontier between Tibet and China they found themselves penniless, as London letters of credit are not of much use there. They were fortunate enough to meet Mr. Reinhart, a Dutch missionary, who, although personally unable to assist them financially, was able to recommend them to apply to Messrs. William Forbes & Co.'s agent, who at once relieved them of any further anxiety and financed them right through to Peking. They were able to induce Mr. Reinhart to accompany them to Peking, and his experience of travelling in North China proved invaluable and enabled them to get along without undue extortion. The travellers looked well and declared that they had enjoyed their expedition immensely. Their route was through Western and Northern Tibet. They spoke very highly of the kindness and hospitality of the Mongol tribes. Captain Welby and Lieut. Malcolm left yesterday to join the *Nanchang* at Tangka, in order to proceed to Hongkong on their way back to India. It is to be hoped that their journal will be published, as they seem to have a great deal of interesting facts to make known. They discovered one of the sources of the Yangtze, and followed the river down for seven days.

CHANGES IN THE BUSINESS AND RESIDENTIAL QUARTERS OF HONGKONG.

Residents of twenty-five years' standing will readily recall the time when Queen's Road almost as far as the Cross Roads was occupied by European hongs and stores, the principal portion of the European business quarter being westward of the Clock Tower. Gradually the Chinese crept in and the European business establishments moved eastward, until at the present time we find the latter chiefly occupying the space between the Clock Tower and the Cricket ground. A further change is now setting in and the removal of the Club a few months hence from its present premises to its handsome new edifice on the Praya Reclamation will mark the commencement of a radical shifting of the pivot of commercial life in Hongkong, for around the new Club all the principal business firms in the colony will be clustered. This is not mere idle prophecy but a matter of fact, the arrangements having been in a large number of cases already made. At the extreme east of the Reclamation we have the new hong of Messrs. BUTTERFIELD and SWIRE, already well advanced towards completion and in the building of which various features new to Hongkong have been introduced to render it proof against fire, white ants, and all other destructive agencies. Next to this comes a lot purchased a month or two ago by the Hongkong Land Investment and Agency Co., Limited, on which a building is to be erected the whole of which has already been let on long leases. The adjoining site to the westward is to be occupied by the new Telegraph Offices, with the building of which rapid progress is being made. This lot does not reach quite back to Connaught Road, and the piece of ground behind it is the last remaining Government lot undisposed of. We then reach the new Hongkong Club, with its frontages on the New Praya, Connaught Road, and the as yet unnamed street to the westward, while a private lane separates it from the Telegraph Offices to the eastward. This completes the section in front of the Cricket Ground. To the west of this the reclamation is deeper, giving two blocks instead of one between the old and new prayas. Commencing at the eastward the first two of these, those in front of the City Hall are reserved for the new Government offices, the one between the Old Praya and the Connaught Road being intended for the Post Office, Treasury, etc., and the other, between Connaught Road and the New Praya, for the Law Courts and Land Office. On the opposite side of Wardley Street are the two lots belonging to the Hongkong and Shanghai Bank, which are to be reserved for tennis courts, as the Board has decided that it would be inexpedient to have buildings erected between the present Bank and the water frontage; but whether it will be possible to adhere to that determination with the land worth \$8 a foot according to present values and likely in a few years to be worth \$12 a foot remains to be seen; with the other changes in progress the chances are that in course of time the Bank will have to consider the expediency of itself moving forward, as its present entrance from Queen's Road will be away from the chief business thoroughfare. Between the Bank's lots and Ice House Street are the two immense blocks belonging to the Hon. C. P. CHATER, on each of which four piles of offices are to be erected, making eight in all. The occupation of the whole of the floors in

seven of these buildings has already been contracted for on leases of from five to twenty-one years, and on the remaining corner lot a temporary building has been erected for the accommodation of the Japan Specie Bank during the two years that will elapse before its permanent offices on one of the other blocks will be ready for occupation. With the next section of the Reclamation, that to the westward of Ice House Street, some delay is unfortunately being experienced owing to the continued settling of the foundation of the stone wall, and until firm bottom is reached and the settling ceases the construction of the wall cannot, according to the present ideas of those in authority, be proceeded with. Two years hence is the earliest time at which it is considered at all likely that building operations can be commenced upon the ground to be reclaimed and it may be much longer, but notwithstanding this some leases have already been concluded for the buildings to be erected and negotiations are in progress for others.

With the Reclamation in front of the central part of the town little progress has as yet been made, but at Seiyingpoon and Shek-tongtau (West Point) a long stretch has been completed, a large proportion of which has been built over for some time and on the remainder godowns and Chinese hongs are being erected as rapidly as the ground becomes available, and in several instances the marine lotholders have entered into special bonds with the Government in order to obtain speedy possession of their lots. The activity in building is pressing on the labour supply, and bricklayers who formerly earned twenty cents a day can now command twenty-seven cents.

While the business quarters are thus extending over the Reclamation an almost equally noticeable change is taking place in the residential distribution of the population. The well-to-do Chinese have for some time past been developing a taste for European and semi-European houses, and the movement has been increasing in strength year by year, until now the European residents about the Caine Road district are beginning to feel the pressure rather uncomfortable and are casting about for houses in other directions, but at present there are few eligible houses vacant. To meet this demand the Land Investment Co. and other capitalists are erecting a number of houses on Kennedy, MacDonnell, and Bowen Roads, which bid fair to become, after the Peak, the chief European residential district in the colony, its situation rendering it especially convenient in respect of the change taking place in the European business quarter. Pedder's Street and old Pedder's Wharf may be taken as practically marking the extreme eastern limit of the extension of the Chinese business quarter; east of that will probably be exclusively European, except that the section of Queen's Road Central from Pedder's Street to Ice House Street may possibly be extensively occupied by Chinese shops, the European stores moving forward on to the Old Praya. But for all practical purposes the Reclamation east of Ice House Street will be the European quarter, and from that the residential district now being developed in the neighbourhood of Union Church and above it can be reached without passing through any portion of the Chinese town, while the distance is short and the tramway affords easy conveyance for the hill part of the journey. The European community will therefore naturally look for their residences in that direction and the terraces

above the centre of the town will be abandoned more and more to Chinese occupation.

There is also another prospective development dependent upon the Reclamation to which reference should be made. We refer to the low level tramway. When the Reclamation is completed it will not be long before a tramway runs to Kennedytown, the unoccupied portion of which will then be rapidly built over. An equal development may be expected at East Point and along the Shaukiwan Road, which bids fair, like Kennedytown, to become a manufacturing district. A difficulty that still stands in the way, however, is the fact that through the military cantonments the only artery of communication is the narrow Queen's Road. A tramway along such a narrow thoroughfare might, as has been contended, do more to regulate the ricksha and chair traffic than to impede it, but however that may be, it is a serious detriment to the town that the thoroughfare between east and west should afford such limited accommodation for the increasing traffic. The remedy of course would be the extension of the Praya in front of the naval and military property, an improvement that has been so long advocated in vain that hope of its ever being accomplished has almost been abandoned. The subject is, however, once again under consideration. The Imperial authorities, as is well known, contemplate making a very extensive reclamation in front of North Barracks and the Naval Yard, and in the event of their doing so they might consent to the extension of Connaught Road to the junction of Arsenal Street and the Praya at Blue Buildings. With a road like that and a tramway along it the eastern would no longer be separated from the central district as it has hitherto been and great progress might be expected in that direction. The tramway and the new road are, however, things of the future, but as regards the immediate present the activity in building, the rapid utilisation of the Reclamation, and the extension of the residential districts on the upper levels betoken great public confidence in the continued prosperity of the colony.

INTERESTING TOPICS IN THE LEGISLATIVE COUNCIL.

(9th December.)

At the meeting of the Legislative Council held on Monday various topics of interest were raised, which we propose briefly to refer to seriatim. In the first place, the Hon. T. H. WHITEHEAD has given notice of his intention to ask at the next meeting whether the Government will appoint a Commission to report upon the advisability or otherwise of substituting for the present Opium Farm bonded warehouses and a fixed duty on all opium not *bona fide* exported in a raw state. This is a large and important question which should receive close attention at the hands of the mercantile community. The farming system is necessarily attended with abuses and in various ways interferes with business. On the other hand, the establishment of bonded warehouses might be taken as the thin end of a wedge that might in time break up the freedom of the port. The case is therefore one of a choice of evils, but the bonded warehouse system would at least have the recommendation of being free from the moral objections attaching to the Opium Farm.

We come next to the Military Contribution Bill, in moving the second reading of which the Acting Attorney-General took

the opportunity of disavowing any intention to asperse the patriotism of the unofficial members in the remarks he made on the occasion of the first reading. The supposed aspersions were constructive rather than direct, but when a body of gentlemen are appealed to to do something as a matter of patriotism, and they decline to do it, it is not a strained inference that the person so appealing to them will not entertain a high opinion of their patriotism. Although Mr. POLLOCK's remarks on the subject of patriotism were indiscreet we all know that he did not really mean anything offensive, but public men engaging in public discussion are, according to the rules of the game, responsible for their own mistakes. There is, however, another point of more practical interest in Mr. POLLOCK's speech, and that is his declaration that in the remarks he made on the occasion in question he spoke entirely without any communication whatever with the Governor and only expressed, what he conceives he had a perfect right to express, his own personal views as an individual member of the Council. That is an entirely new doctrine. The Attorney-General when speaking in Council has always been understood to be the mouthpiece of the Government; if on any occasion he desires to speak in his individual capacity it is at least desirable that he should make a declaration to that effect, in order that there may be no misunderstanding as to the weight to be attached to what he says.

Some discussion arose on a little Bill intended to give the Postmaster-General power to inflict small fines on his subordinates for neglect of duty, the said fines to go into a fund to be expended in some way in the interests of the staff. The Hon. T. H. WHITEHEAD and Hon. WEI AYUK objected to this power being conferred upon the Postmaster-General. It seems to us, however, that it is a very useful one, and that without some such power it would be difficult if not impossible to maintain proper discipline amongst a large body of men. The only criticism that suggests itself to us is that while a system of small fines may be useful in the lower grades of the service it is inapplicable to the higher grades, for a highly paid clerk who requires to be mulcted in petty fines cannot be considered fit for his position and ought to be dismissed. In the Post Office staff the only member exempted from the operation of the present Ordinance is the Assistant Postmaster-General.

In the Finance Committee Mr. WHITEHEAD was as usual thirsty for information, but some of the officials took up the position of Mr. TITE BARNACLE, Junior, and in effect said to the hon. gentlemen "You mustn't come here wanting to know, you know." The Colonial Secretary undertook, however, that the information should be forthcoming in due course, and we have no doubt it will prove useful. It will certainly be an advantage to know whether the Post Office is working at a profit or a loss, a fact which cannot be ascertained from the Estimates of any single year.

The unwonted spectacle was witnessed in the Finance Committee of an official opposing Governmental votes. The Captain Superintendent of Police objected to the vote for the Mount Kellet Road and that for gardeners' cottages, both on the same grounds, namely, that the money could be better employed in the improvement of the Police quarters. While congratulating Mr. MAY on his independence we must confess that we do not think it desirable that officials should be allowed to oppose the Government, nor, waiving that point, can

we admit the justice of Mr. MAY's arguments. If the hon. gentleman had urged, when the Military Contribution Bill was before the Council, that the colony could not afford to give 17½ per cent. of its revenue for military purposes he would have had some reason on his side, but, having been an ardent supporter of that extravagant expenditure, it is rather inconsistent of him to say that the colony cannot afford to make an urgently required road or to replace a row of Government cottages that were in a disgracefully insanitary condition and which violated all the principal provisions of the Public Health Acts. As to the improvement of the Police quarters, that may be very necessary, and if so the expenditure ought to be incurred, but Mr. MAY seems to have failed to convince the Government that the case is urgent, and it is the first the public have heard of it. Moreover, we observe that during the present year a sum of \$17,000 has been spent on "additional quarters, etc." at the Central Station. If Mr. MAY wished to carry the public with him he should have given some information as to what he considered was required and what had been done.

THE MILITARY CONTRIBUTION.

(15th December).

The Military Contribution Bill has now been passed by the Legislative Council, or, to be correct, by the official majority, and presumably little more will be heard of the matter for some time to come. The colony has been treated with great injustice, and no doubt the unofficial members of Council will bear that injustice in mind and do their best to secure reconsideration of the subject whenever opportunity offers; but the matter may be considered closed, as a present and burning question, by the passing of the Military Contribution Bill. It is important, however, that there should be no misapprehension as to the actual facts of the case. The Governor yesterday said that the Hon. T. H. WHITEHEAD was mistaken in saying that Hongkong paid a larger military contribution than any other Crown colony, for Ceylon paid £100,000, and there were only 1,500 troops there. His Excellency subsequently corrected this by saying that the actual amount paid by Ceylon was 1,394,000 rupees; this would come to about £70,000 only, or less than Singapore pays. Mr. WHITEHEAD, however, explained that what he meant was that Hongkong paid a larger proportion of its revenue than any other colony. The population of Ceylon is twelve times that of Hongkong and its revenue is four times greater, yet it pays less than twice what Hongkong pays as military contribution. And when we say that Ceylon has four times the revenue of Hongkong we do not include the municipal revenue of the former colony, for Ceylon, like the Straits Settlements and Mauritius, enjoys exemption from the taxation of its municipal revenue for military purposes. That is the grievance of Hongkong, that it is the only portion of her Majesty's dominions in which municipal revenue is taxed for Imperial purposes; and it is a very real and substantial grievance. If it were considered inexpedient to make any division of the revenue into general and municipal, then, in order to place us on the same footing as Singapore, the percentage levied for the military contribution ought to have been made somewhat smaller. As the case stands now Hongkong pays 17½ per cent. on its total revenue, general and municipal; the Straits pay 17½ per cent. on the general

revenue of the colony, the municipal revenue being exempt; Ceylon pays 7½ per cent., municipal revenue being exempt; and Mauritius pays 5 per cent., the municipal revenue being exempt there also. His Excellency mentioned that the number of troops in Ceylon was less than here, but that is rather beside the question; fortified towns in the United Kingdom are not called upon to pay any higher taxation than unfortified towns, nor is there any better reason why colonies where for the general interests of the Empire a large garrison has to be maintained should be called upon to contribute more in money to the cost of Imperial defence than colonies where the garrison is smaller; indeed Malta and Gibraltar, where very large garrisons are maintained, escape the military contribution altogether. Naturally no contribution could be expected from a place like Gibraltar, which is a fortress pure and simple, its trade being insignificant, but the example serves to show how little bearing the strength of the garrison has on the question. Hongkong does not object to being placed on the same basis as Singapore, but there is no reason whatever why we should have to pay more.

THE RUSSO-CHINESE TREATY.

The telegram published by Reuter under date of the 13th instant concerning the Russo-Chinese Treaty lately concluded is interesting but inconclusive. It states in effect that the text of the Treaty as published in Shanghai is denied at St. Petersburg and it is asserted that "the railway scheme is confined to the building of a short Chinese railway in Manchuria, connecting with West Siberia and the Vladivostock lines." It is not defined—it hardly could be in a brief news cable—what is meant by the Treaty being denied at St. Petersburg; whether the whole text of it as given to the world in our Shanghai morning contemporary is repudiated, or whether the provisions, as therein set forth, are impugned. Probably the latter. It cannot be doubted that such an agreement was signed at Peking by Count CASSINI, the Russian Envoy, and the Ministers of the Tsungli Yamen. What is meant is therefore that the articles, as set out there, are incorrect. This may indeed be the fact, and yet the broad lines of the Treaty, as published, may be correct. It is quite possible that some verbal errors may have crept into the Treaty when translated, but this will not affect its main provisions. It would be interesting, too, to know by whom the published convention is repudiated. If it is solemnly denied by the Russian Government as a whole, the fact may be worth consideration; should it emanate from the Russian Press, the statement must be received with caution and mistrust. It is admitted that a short railway is to be built in Manchuria, but it is to be a Chinese railway. The Treaty states that Russia is to be allowed to prolong her railway into Chinese territories from the port of Vladivostock to the Chinese city of Hunchun in the province of Kirin, from thence north-westwards to the provincial capital of Kirin; and from some point in Siberia to the Chinese town of Aiyun in Heilungchiang province, from thence to the provincial capital of Tsitsihar, to Petune, in the province of Kirin, and thence, in a south-easterly direction to Kirin city. These projected railways may be relatively short when compared to the great trunk line of the Trans-Siberian Railway, but they cover pretty considerable distances and would

not ordinarily be called short. But, as on previous occasions, it may suit Russia to throw dust into the eyes of the public until the first great shock of surprise has passed, for she is well aware that the CASSINI Convention confers on her great privileges and powers which if judiciously utilised will preserve for her a preponderating influence at Peking, by enabling her to secure a grip upon Manchuria from which she cannot readily be dislodged. In fact, this denial at St. Petersburg cannot be regarded as serious, if indeed it was meant to be so. The Russian Minister has cleverly obtained such a concession from China as none of his predecessors, even in their wildest dreams, ventured to hope for, and it best suits Muscovite policy at the moment to see that diplomatic triumph minimised. Had the veteran LI HUNG-CHANG not been absent on his grand tour, it is improbable that such an agreement would have been negotiated, for, whatever his shortcomings, the great Viceroy is much too astute not to recognise the far-reaching consequences that must result from such a Treaty. By this instrument China has virtually placed Manchuria at the disposal of the Power she has always most dreaded. Peking itself will be at the mercy of Russia so soon as the railways are completed, and the Chinese Government will, in all probability, ultimately become as much amenable to Russian pressure as the SHAH of PERSIA. Who will venture to say that this Treaty, if carried into effect, will not prove the first step towards the disruption of the Chinese Empire as it has hitherto existed?

GERMANY'S REFUSAL OF THE CHINESE AMBASSADOR.

Inspired by the example of Russia, Germany has given a snub to China, that she would in former years hardly have thought of. HWANG, the newly appointed Chinese Minister to Berlin, will not be received there owing to his rank being deemed inadequate for the position. It is no doubt felt at Berlin that, in view of the high handed position taken up by Russia towards China, it is necessary that Germany should assert herself also, and finding that the Minister just accredited to her is of insignificant rank, she has refused to receive his credentials. This is undoubtedly the correct course to adopt in the circumstances. It is notorious that China has, on several occasions, appointed obscure officials, if not of doubtful antecedents, to represent her at foreign Courts, considering any mandarin good enough to represent her among the "outer barbarians." The step taken by Germany ought to prove a salutary check upon the covert insolence of the Tsungli Yamen, ever ready to put a slight on the Western Powers. It is to be hoped the example may be borne in mind by other Powers. Chinese conceit and superciliousness are ever on the watch for a chance of asserting themselves, and should be carefully checked at the first sign. Such breaches as that which the Chinese Minister to England has lately been guilty of, in kidnapping a Chinese subject and holding him a prisoner in the Legation, would certainly not have been tolerated in any other country. The rebuke justly administered by Lord SALISBURY would, in the case of some Governments, have been followed up by the return of his credentials. No doubt the allowance made in this case for ignorance saved the Chinese Minister from this well merited fate, but it may be doubted whether so much consideration for ignorance need be extended. The Embassy includes

an English Secretary, and he at any rate should have been able to advise the Minister as to the probable results of such an act as that of forcibly detaining a political conspirator in neutral territory.

THE NAVIGATION OF THE UPPER MEKONG.

Our French neighbours in Indo-China are making energetic efforts to establish steam navigation on the upper waters of the Mekong, and apparently with some success. From the *Courrier de Saigon* of the 29th November we learn that a despatch had been received from Savannakheh, in the Laos, stating that the second steamer of the Messageries Fluviales intended for service on the upper waters of the Mekong had successfully passed the rapids of Khemmarat and was to leave on the following Saturday for Vien-Tiane, thus inaugurating the new and interesting service which the two vessels are to conduct, making two voyages regularly twice a week. "Thanks to this new success," says our contemporary, "the Lower Laos and part of the Upper Laos are thus commercially attached to Cochin-China. The valley of the Mekong is conquered throughout a length of nearly 2,000 kilometres (1,240 miles)." The writer goes on to say that he does not know whether his readers have any real idea of the importance of this news, and requests them to glance at a map of the country in order to satisfy themselves as to the progress made in riverine navigation during the last few years and to take in at one view the immense zone thus brought under French influence. "I doubt," he continues, "if there exists in the annals of colonisation a record of so much progress accomplished in so short a space of time and in the face of difficulties that at first appeared insuperable."

The French are to be congratulated on their enterprise, which, however, is chiefly official and political, unsupported by any corresponding degree of commercial enterprise. The Mekong up to the Chinese frontier is now a French river, and the point to which steam navigation has reached is roughly speaking about half-way to Luang-Prabang and one-third of the way to the Chinese frontier. The river is unfortunately greatly obstructed by rapids and it may possibly be found that the limit of its continuous navigability has already been reached, though small steamers will no doubt in due time be placed on the reaches further up between the different obstacles to serve the local traffic. These, however, would in themselves be of little assistance to through goods traffic, as the repeated transshipments would render the cost of carriage too great. Mr. W. J. ARCHER, of the Consular Service, who made a journey in the Mekong Valley in 1891, spoke very discouragingly of the prospects of trade by that route, both on account of the difficulties of navigation and the country through which the river passes being poor, mountainous, and sparsely populated; and also on account of the competition of the route from Bangkok via Korat. "Trade," Mr. ARCHER said, "naturally finds the route best suited to it, and that to Bangkok is the only one of any importance for the Mekong Valley from Cambodia to Luang-Prabang; but when, moreover, the Siamese Government completes the construction of the railway to Korat, which it is about to undertake, neither Cambodia nor Annam can have any chance of competing with Korat for the trade of the Mekong

valley. Korat is the natural feeder of that country, and there can be no doubt as to its importance as a trade centre nor as to the necessity for railway communication with Bangkok."

The French, however, will continue to make strenuous efforts to divert whatever trade there may be to the Mekong, and to push forward the navigation of the river to the nearest possible point to the Chinese frontier. The difficult rapids at Khone, lower down the river, have been surmounted by engineering appliances by which vessels are hauled past, and it may be found possible to overcome the rapids in the upper reaches by similar means. If it be found impossible to reach the Chinese frontier by the river it is not improbable that in course of time a railway may be made from the limit of navigation to the Yunnan frontier town of Ssumao, which lies near the Mekong, and which has been opened as a trading station under the recent convention between France and China. Mr. COLQUHOUN, it may be remembered, suggested Ssumao as the terminus of a railway from Rangoon and Moulmein passing through the Siamese Shan State of Zimmé. The Ssumao approach to South-western China has now, however, passed under French influence. What it may be worth remains to be seen, but the French seem determined to at least open up the route. In so far as their object is to promote trade we can only wish them success, but unfortunately French ideas of promoting trade seem to be limited to imposing prohibitive tariffs on foreign goods.

ENGLISH AND AMERICAN BICYCLES.

An interesting correspondence has been opened in our columns on the relative merits of English and American bicycles. The discussion of the details we must leave to those who are familiar with the different machines, and we refer to the subject here only as an interesting and striking illustration of the competition of foreign goods in British colonies. While claiming no practical acquaintance with bicycles ourselves it seems to us that the views expressed by "C.T.C." are correct and that the American machines cannot deserve the wholesale abuse that has been showered upon them by some of the English papers. Cycling is even more popular in America than in England, and the Americans are a well-to-do people, able and willing to pay for the best of everything and satisfied with nothing less than the best; it therefore appears absurd to suppose that their demand for excellence in "wheels" should not have been catered for, or that a vast army of intelligent cyclists should willingly ride to destruction on dangerous machines. Furthermore, we find that in a similar line of goods, namely, agricultural implements, in which, as in bicycles, lightness combined with strength is a desideratum, America supplies to Queensland no less than seventy-five per cent. of the total imported into that colony, the reason given in an official return being "cheapness and adaptability to the requirements of the colony." The return we quote from is that prepared by the Collector of Customs in reply to the questions addressed by Mr. CHAMBERLAIN regarding the displacement of British by foreign goods. We do not find bicycles mentioned in the list, but under the heading of "tools" we find the following entry: "Axes, 95 per cent., hammers 75 per cent., saws

"files, joiners' tools, &c., 30 to 50 per cent. American, with a strong tendency in their favour on account of quality, finish, and cheapness," also under the heading of "boots and shoes"—"45 per cent. Continental and American, the latter increasing rapidly in favour on account of their style, finish, and general suitability." When we find the Americans forging ahead in these lines it is not very surprising to be told that in the bicycle business also they can compete with English manufacturers on equal terms, both as regards price and quality. Whether the claim they put forward to that effect is justified or not we can express no independent opinion, but in the matter of "push" the Americans win easily. If any one in the Far East wants an English bicycle it will be a rare chance if he finds one for sale on the spot and the probability is that he will have to send home for one and wait at least six months for it, whereas if he is content with an American machine he can get one with as little trouble or delay as if he were buying an umbrella on a walking stick. Italian and other machines are also on the market. The explanation of the scarcity of English machines is that the English factories have for some time past been so full of orders that they have been unable to overtake them; but the explanation of this again, or a partial explanation that we have seen put forward, is that the Americans, foreseeing the "boom" some time ago, made large contracts for tyres with the less far-sighted English makers, who have been employed under these contracts all the summer helping the Americans to supply the market instead of supplying it directly themselves. However this may be, it is certainly an unpleasant fact, looking at the matter from our English point of view, that such a large majority of the machines in use in the Far East should be of foreign make. Instead of depreciating the foreign article it would be more to the purpose if English manufacturers would take steps to place their own goods on the market in quantities commensurate with the demand.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on the 14th December in the Council Chamber. Present—

HIS EXCELLENCY the Governor, Sir WILLIAM ROBINSON, K.C.M.G.

HIS EXCELLENCY Major-General BLACK, C.B., Officer Commanding the Troops.

HON. J. H. STEWART LOCKHART, Colonial Secretary.

HON. W. M. GOODMAN, Attorney-General.

HON. A. M. THOMPSON, Acting Colonial Treasurer.

HON. F. A. COOPER, Director of Public Works.

HON. R. MURRAY RUMSEY, Harbour Master.

HON. F. H. MAY, C.M.G., Captain Superintendent of Police.

HON. C. P. CHATER.

HON. HO KAI.

HON. T. H. WHITEHEAD.

HON. E. R. BELLIOS, C.M.G.

HON. WEI A YUK.

MR. F. J. BADELEY, Acting Clerk of Councils.

MINUTES.

The minutes of the previous meeting were read and confirmed.

GAP ROCK LIGHT DUES.

The COLONIAL SECRETARY laid upon the table, in continuation of Sessional Paper No. 37 of 1896, papers respecting the abolition of the special Gap Rock lighthouse rate. The papers embraced Hon. T. H. Whitehead's letter and the discussion thereon at the opening meeting of Council as reported in the *Daily Press* of 4th December, 1896.

FINANCE.

The COLONIAL SECRETARY—I have the honour to bring up the report of the Finance Committee held on the 7th December. In reference to that it will be seen that the Committee recommended the vote of \$1,450 in aid of Volunteer expenses, and that the Supply Bill was also considered item by item in the Finance Committee, and I have much pleasure in informing your Excellency that the Committee recommended that the various items be adopted by this Council. I beg to move the adoption of the report.

The ACTING COLONIAL TREASURER seconded.

Carried.

PUBLIC WORKS COMMITTEE.

The DIRECTOR OF PUBLIC WORKS laid upon the table the report of the proceedings of the Public Works Committee at a meeting held on the 7th December last and moved its adoption.

The ACTING COLONIAL TREASURER seconded.

Carried.

TAIPINGSHAN.

HON. T. H. WHITEHEAD, in pursuance of notice, asked the following question—Will the Government lay upon the table an estimate as to the probable total cost of doing what is necessary to be done to the resumed area of Taipingshan before the lots can be put up to auction, and state the further probable time required to overtake the work?

The COLONIAL SECRETARY, in reply, laid upon the table a statement with reference to Taipingshan Improvement Works. The statement showed that the total expenditure to 30th November, 1896, was \$19,624.47, and the estimated further expenditure was \$80,375.50, making a total of \$100,000.

THE OPIUM FARM.

HON. T. H. WHITEHEAD, in pursuance of notice, asked the following question—In view of the present Opium Farm expiring in the spring of 1898, will the Government appoint a commission with full powers to investigate and report on the opium revenue generally, and upon the advisability or otherwise of substituting for the present Opium Farm bonded warehouses and a fixed duty on all opium not *bona fide* exported in a raw state?

The COLONIAL SECRETARY—In reply I have the honour to state that the suggestion contained in the question of the hon. member will receive the consideration of the Government.

SPECIAL GAP ROCK LIGHTHOUSE DUES.

HON. T. H. WHITEHEAD—I beg to give notice that at the next meeting of Council I will move the following resolution:—That, whereas the special Gap Rock light dues were imposed for the sole purpose of raising the monies required for the construction of the said lighthouse, and the Government are pledged to their abolition as soon as the requisite amount had been raised, and whereas it appears that a sum of about \$42,000 in excess of the amount required has already been received—Resolved that in the opinion of this Council the special Gap Rock light dues should no longer be levied.

MEDICAL REGISTRATION ORDINANCE.

The ATTORNEY-GENERAL—I rise to move the first reading of the Bill entitled "An Ordinance to further amend 'The Medical Registration Ordinance, 1884.'"

The COLONIAL SECRETARY seconded.

Bill read the first time.

THE PROTECTION OF WOMEN AND GIRLS ORDINANCE.

The ATTORNEY GENERAL—I beg to move the first reading of the Bill entitled "An Ordinance to amend and consolidate the law relating to the protection of Women and Girls."

The COLONIAL SECRETARY seconded.

Bill read the first time.

MILITARY CONTRIBUTION BILL.

The ATTORNEY-GENERAL—I beg to move the third reading of the Bill entitled "An Ordinance to appropriate a sum equivalent to seventeen and a half per centum of the Colonial revenues as a contribution for the defence of the colony."

The COLONIAL SECRETARY—I beg to second.

HON. T. H. WHITEHEAD—I rise to move that this Bill be read this day six months. The community admits the fairness of paying a military contribution to the home Government

and is agreeable that the charge should be a fixed percentage on the general revenue. The Imperial Government's views, however, as to what constitutes general revenue differ from our views, and they have decided to appropriate for Imperial purposes 17½ per cent. of our general revenue, which includes municipal rates. It is unnecessary now to enter into particulars, as our case is carefully stated in the memorandum of the unofficial members of the 31st March last. Sir, you realized the justice of certain of our contentions and supported them in a despatch to the Secretary of State, dated 21st April last. The people of Hongkong heartily appreciated your Excellency's endeavours on behalf of the colony on that occasion, which I may be permitted to remark are happily of a very different character from those expressions of opinion on this question which have fallen from the lips of the honorable, the official members of this Council. The official members in Singapore fought manfully with the Government until a satisfactory settlement of the military contribution question was arrived at. No reason and no justification whatever have been assigned why Hongkong should be called upon to pay a heavier military contribution than any other Crown colony in her Majesty's dominions—a heavier tax than the colony can afford. It is oppressive, for it prevents the carrying out of necessary public works and delays the construction of urgently required public offices. The Secretary of State has not, I submit, given due consideration to your Excellency's representations and to the unofficial members' memorandum which they deserve. He has not answered them and he refuses to entertain our reasonable proposal that we should, with regard to the military contribution, be placed on the same basis as our sister colony of Singapore.

HIS EXCELLENCY—I may mention here that I think you are wrong in saying that this colony pays more than any other colony. Ceylon pays £100,000 a year, and there are only 1,500 troops there.

HON. T. H. WHITEHEAD—I noticed in our morning paper the other day that Colombo only pays 7½ per cent. of its revenue, Mauritius only pays 5 per cent. and Singapore 17½ per cent. on its general revenue exclusive of municipal rates.

HIS EXCELLENCY—In 1894 Ceylon's contribution was 1,394,000 rupees.

HON. T. H. WHITEHEAD—That, sir, is 7½ per cent. of the general revenue of the colony exclusive of municipal revenue. It may be a larger sum, but I submit it is only 7½ per cent. on their general revenue exclusive of municipal rates, whereas we are called upon to pay 17½ per cent., not only on the general revenue, but on the municipal revenue. I must respectfully protest against the Imperial Government appropriating 17½ per cent. of our municipal revenue for Imperial purposes. It is unreasonable—and inequitable to take 17½ per cent. of such items as charges for water against Departments, which are in reality no revenue at all. There is another clause in this Bill—clause 5—to which I object as it leaves the door open to the War Office to impose unlimited responsibility on Hongkong in respect of new armaments, new forts, new barracks, and improvements and alterations to old military buildings. I submit respectfully that for the Imperial Government to appropriate 17½ per cent. of our purely municipal rates for Imperial purposes is a monstrous injustice, and I may be permitted to remind your Excellency that loyalty is a very tender plant, but under injustice loyalty withers. (Applause.)

HON. C. P. CHATER—I beg to second.

A vote was then taken on the amendment.

FOR AGAINST

Hon. Wei A Yuk	The Captain Superintendent of Police
Hon. E. R. Bellios	The Harbour Master
Hon. T. H. Whitehead	The Director of Public Works
Hon. Ho Kai	The Acting Colonial Treasurer
Hon. C. P. Chater	The Attorney-General
	The Colonial Secretary
	HIS EXCELLENCY Major-General Black

The amendment was therefore lost by seven votes to five.

Bill read the third time.

THE APPROPRIATION BILL.

Council went into Committee on the Bill entitled an Ordinance to apply a sum not exceeding two million three hundred and fifty-nine thousand seven hundred and eighty-nine dollars to the Public Service of the year 1897.

After the items had been read,

Hon. T. H. WHITEHEAD said—On this very day last year, when the item "Governor and Legislature" came on for consideration I moved as an amendment that the vote be reduced by \$100, and I feel it my duty to do so again. I then explained that my object in doing so was to complain of the action of the Government in regard to the Sanitary Board, and of the protracted delay on the part of the Government in reconstructing the Board on a proper basis. I am well aware that your Excellency intimated to us on 14th Dec., 1895, that you would lay the papers before the Council when you were in a position to do so, but that you had not then received any definite decision from the Secretary of State, and therefore you could not do so then. When I moved the reduction of this vote last year I said—"It is a matter of the greatest importance to the colony that the reconstruction of the Board should not be longer delayed. I submit that a copy of all the correspondence between the Colonial Government and the home authorities, and all the documents, including the report of the unofficial members on the subject, should not be longer withheld, but should be laid upon the table. I hope the Government will deem it expedient to do so without further delay. The Council and the community are now, after waiting twelve months, fully entitled to know what has been done." At a later date I brought on a resolution in the Council for the production of all the papers. That was on the 8th July this year, and I then said "It is necessary that the Government should give the unofficial members of the Council an opportunity of studying the correspondence and despatches which passed between the Colonial authorities and the home officials in connection with (1) the resignation of the unofficial members of the Board; (2) the appointment of the Medical Officer of Health, his position, and relation to the Sanitary Board; (3) the recommendations of the unofficial members of Council; (4) the Colonial Government's reasons and arguments in support of the necessity for now proposing to so alter and change the constitution of the Board. The sole and only remedy proposed in this draft Bill is the reduction of the number of official members from 4 to 3, and the reduction of the unofficial members from 'not more than 6' to 2, and of this it appears, in the objects and reasons attached to the draft Bill, that the Secretary of State has approved. I feel quite certain Sir William Des Vœux and the Secretary of State in 1888 did not sanction a majority of unofficial members on the Board without having first made the very fullest enquiries and conclusively satisfied themselves of the wisdom of their deliberate action. Unless we have before us very substantial grounds and strong reasons, we cannot, I think, justify our beginning to undo the work of a former Secretary of State and a former Governor who was so highly esteemed and respected here. I think the British members of the community confirmed on 15th and 16th May last most emphatically the experience throughout the vast British Empire and British India, viz., that for the general improvement in sanitation the co-operation of the public, through their legally elected representatives, is essential. I respectfully submit, sir, it is not only necessary but it is indispensable that the Government should publish all the correspondence and papers. They are the sole and only material which can enable the unofficial members and the public to form an independent and accurate opinion on the merits of the very important change now proposed." Nothing else, has since transpired, sir, and the correspondence, the arguments and the reasons which have been addressed by the Colonial Government have not yet seen the light of day. I think this

delay in reconstructing the Sanitary Board is most injurious to the public interests. When the Sanitary Board have been brought before the Court they have been mulcted in damages and in a certain sense held up to ridicule and contempt. There can be no reason, as far as I can see, why the Government should not lay the correspondence upon the table, as it will be in a sense more or less useless to the unofficial members when the decision of the Secretary of State has been arrived at as same will have to be carried out. I think we are entitled, and the community are entitled, after so long a delay to have all the correspondence laid upon the table. As I said before, it is a mere matter of form that I propose the reduction of this vote—simply to have an opportunity of bringing this matter before the Council.

His EXCELLENCY—I may state that the decision of the Secretary of State was received by yesterday's mail and the whole of the correspondence is already, or will be by tomorrow, in the hands of the printers.

Hon. T. H. WHITEHEAD—Then I withdraw my amendment.

Hon. T. H. WHITEHEAD—In Finance Committee certain information was asked for in connection with the revenue and the expenditure annually for the last three years of the Post Office and the maintenance of the lighthouses.

The COLONIAL SECRETARY—I promised the hon. member that the information would be obtained for him, and I mean to fulfil my promise. The information is being obtained, and the hon. Acting Treasurer has shown me a return he has drawn up, and I suggested that perhaps it would be well if he ascertained from the hon. member the exact form in which he wished it to be drawn up. With regard to the lighthouses, that information is also being obtained. The hon. member will recollect that when he asked for it it was explained that it would take some time to ascertain certain details.

Hon. T. H. WHITEHEAD—On the 15th March, 1894, I asked a question on this very subject and the returns were given in a very simple form. They are stated on page 20 of the Hansard and figures are given for 1890, 1891, 1892, and 1893.

His EXCELLENCY—Which returns?

Hon. T. H. WHITEHEAD—With regard to the Post Office. The then Colonial Secretary, Sir G. T. M. O'Brien, said:—"The figures are as follows:—

	Income.	Expenditure.
1890.....	\$148,460	\$115,398
1891.....	142,770	140,165
1892.....	157,699	154,248
1893.....	167,597	119,153

Approximate outstanding liabilities, 1892, \$745; 1893, \$34,222. I should mention that these statements of expenditure do not include pensions, nor some other items which are necessary for a complete statement, but are not readily ascertainable, such as interest on cost of buildings and depreciation of buildings." It would be of great interest to the community to get the figures, as the Post Office apparently yields but little profit to the colony.

His EXCELLENCY—The returns will be made in the same form as in 1894.

Council resumed.

Bill read the third time.

ADJOURNMENT.

His EXCELLENCY—I adjourn the Council until this day week.

SUPREME COURT.

9th December.

IN SUMMARY JURISDICTION.

BEFORE MR. T. SERCOMBE SMITH (ACTING PUISNE JUDGE.)

MADAR V. HO CHUK KAI.

The plaintiff, O. N. Madar, a clerk in the Ordnance Store Department, sued Ho Chuk Kai, tailor, Beaconsfield Arcade, for the recovery of \$1,000 on two promissory notes. In a cross suit defendant claimed \$1,000 from the plaintiff.

Mr. Wilkinson represented the plaintiff in the first action and Mr. Bowley appeared for the defendant.

Mr. Wilkinson said his client claimed for the recovery of \$1,000 on two promissory notes. The facts of the case were that his client had been well acquainted with the defendant for some years past. Defendant had frequently made use of plaintiff in matters of business by getting him to write English letters and so on and to take part in matters of speculation. About the beginning of September or the end of August, the defendant spoke to the plaintiff and said he intended to purchase from the Government a portion of land at the corner of Arsenal Street, if the Government would sell it, and he desired the plaintiff to ascertain whether the Government were prepared to sell this land. Plaintiff did so, and ascertained that the Government was willing to sell the land. Defendant suggested that the plaintiff should join him in the speculation, and plaintiff said he would consider the matter. After ascertaining that the Government was willing to sell the land, plaintiff decided that he would take no share in it himself, and informed the defendant. Later on, the 2nd or 3rd October, defendant told the plaintiff he had been endeavouring to raise money, but had not been able to raise sufficient to enable him to pay for this land, which was about to be put up for auction, and he was negotiating for a mortgage on his property. Plaintiff thereupon agreed to lend the defendant \$2,000. On the 2nd October plaintiff paid \$1,000 in two sums—\$700 and \$300, and received promissory notes for the amounts. On the following day he brought the remaining \$1,000, for which he received promissory notes, and it was on this loan he was now suing. The first \$1,000 loan was paid back in three instalments—\$100 on 8th October, \$500 on 21st October, and \$400 on the 4th November. Plaintiff had frequently applied since the last date of payment, 4th November last, for payment of the remaining \$1,000. Defendant had put him off from time and plaintiff was now compelled to take this action. There was a cross suit brought by the defendant, which he understood was in respect of the same transaction, and he asked his Lordship to hear both cases together.

His Lordship agreed, Mr. Bowley offering no objection.

In cross-examination, plaintiff said there was no regulation in the service binding him not to take part in outside business, as he was a civilian. He applied to Lieutenant Thomson, the officer in charge, for leave of absence to-day. Lieut.-Colonel Clark was the superior officer, but he was now at Macao. Defendant himself had previously thought of purchasing a piece of land below the Observatory at Kowloon, for which they were prepared to invest \$10,000. Each was to give \$5,000. The land, however, was found to be too dear. He had written previously to the Director of Public Works in regard to speculations on his own account. He had been ten years in the Government service, and during that time he had been saving money to lend out. He very seldom put money in the bank, because he lent as much as he could. He started a banking account with the Hongkong and Shanghai Bank about the beginning of this year. He had not a safe in his house, but he kept a cash box in which he kept all his money. He thought his house was better than the bank. On the 1st October he had close upon \$1,000 in his cash box. He borrowed the first \$1,000 from a friend of his, an assistant clerk and godown keeper at the Sugar Works. He received the money at Jardine's Bazaar—\$700 on the evening of the first and \$300 the next evening. He gave his friend promissory notes for the two amounts and agreed to pay interest at the rate of 2 per cent per month. He agreed to charge the defendant the same rate of interest. He repaid the principal and interest to his friend. He borrowed \$50 from his wife to make up the second loan of \$1,000.

Additional evidence was taken and the case was adjourned.

10th December.

The defence was that the defendant did not receive any money at all for the promissory notes.

which were entrusted to Madar on his representing that he required them for the purpose of purchasing the piece of land at the corner of Arsenal Street. As to the cross-suit, which referred to the \$1,000 which defendant paid to Madar, Mr. Bowley contended that it was money lent, and not paid, as Madar represented; on account of the other two promissory notes. Counsel contended that Madar received the defendant as to the amount of Crown rent to be payable on the land in Arsenal Street and consequently the sale had been practically cancelled and the promissory notes ought to be returned.

His Lordship gave judgment for Madar in both suits with costs.

DREADFUL ACCIDENT ON THE "SAGHALIEN."

ELEVEN MEN KILLED.

[FROM OUR SAIGON CORRESPONDENT.]

Saigon, 5th December.

The M.M. steamer *Saghalien*, which was due on Tuesday, 1st instant, arrived only on Thursday, 3rd inst., having been delayed by a serious accident. When sixty miles off Pulo Condore one of the boilers exploded, killing eleven men and severely injuring nine others. Amongst the killed was a European engineer, and several Europeans (not passengers) were amongst the injured. In consequence of the accident the speed was reduced to seven knots; hence the late arrival.

The steamer *Hai Phong* was despatched on the 2nd to look for the *Saghalien*, but returned in the evening without having seen her.

The *Saghalien* remains at Saigon for repair, and her mails, passengers, and cargo are being forwarded by the *Tamise*. The latter was on the berth for Singapore, but has been replaced on that run by the reserve steamer *Arethuse*.

FATAL FIRE.

At half-past eight on the night of the 8th December the alarm rang for a fire in the Central district. The scene of the outbreak was No. 18, New Street, a three storey family house. The house was completely burnt out, but the fire was prevented from spreading to the adjoining premises. A very large crowd collected, but it was speedily dispersed by the police under Inspector Witchell. The fire lasted about three-quarters of an hour.

Unfortunately two women and a child were burnt to death in the house. After the flames were extinguished a thorough search was made of the premises and on the ground floor Deputy Superintendent Corcoran found one woman and a child, both of whom were dead, and on the first floor Inspector Witchell came across the charred remains of a second woman, whose arms were grasping a jewel box and a packet containing over \$46 in silver. Both women, it appears, had been safely got out of the burning house, but they returned in order to get some of their valuables. They must have been suffocated, the one woman before she reached her desired belongings and the other just as she was returning to the street with them. It is not yet known how the fire originated, but it was first discovered in a heap of old rope which had been broken up and split. Yesterday Hon. Commander Hastings held an inquest respecting the death of the women and child and a verdict of "Death from excessive burns" was returned.

THE REBELLION IN THE PHILIPPINES.

A Havas telegram in the Tonkin papers, dated Paris, 2nd December, reads:—In the Philippines the rebels, although beaten in their engagements with the Spanish regulars, are every day extending the area of their operations. Manila papers to the 11th December, contain accounts of skirmishing here and there, but no important engagement seems to have taken place.

In the province of Bataan on the 8th the Government troops came up with a rebel force of three hundred in the Dulit district. The rebels were dislodged from their position and put to flight, with a loss of thirty killed and

many wounded. On the Government side three men were seriously wounded, one of whom died. Next morning another battle took place between Dinalapijan and Hermosa, in which the enemy lost heavily. On the Government side the loss was one killed and five wounded.

General Rios telegraphed from San Fernando, Pampanga, that a rebel force had been completely routed, leaving 112 dead on the field and carrying off many wounded. On the Government side there was no loss.

On the 9th while a Justice of the Peace, Don Pedro Mendiola, was waiting at Meypajo to catch the tramway from Malabon to Manila he was abducted by the rebels.

Two hundred and five deportees were sent to the Marianas and Carolines by the steamer *Saturnus*.

A commission is now in Australia to purchase horses for the artillery.

On the 10th December the steamer *Leon XIII.* arrived at Manila from Spain with eighteen hundred troops on board armed with Mauser rifles and a large quantity of military stores, including 500,000 cartridges. The troops were received with great enthusiasm, which was heightened by the fact that their arrival happened to coincide with the receipt of the intelligence of the victory gained by the Government troops in Cuba and the death of Maceo, the Cuban leader.

DISPATCH OF A JAPANESE CRUISER.

Tokyo, 1st December.

A report has been received by the Government from Mr. Miura, the Japanese Acting Consul at Manila, stating that on the receipt of the news at Manila that a desperate battle was fought on 8th November between the Spanish army and the rebels, the latter being successful, the foreign Consuls at Manila held a meeting and issued a notice to their respective nationals resident in the island advising them to take refuge in the respective Consulates, in case of the rebels advancing on Manila and endangering the lives of foreign residents.

The Japanese Government has decided to dispatch a man-of-war to Manila for the protection of the Japanese resident there. The cruiser *Yoshino* has been ordered to leave Yokosuka at 2 p.m. to-day. It is stated that the dispatch of the *Yoshino* has been ordered on the strength of reports that the rebel force is being greatly strengthened.

Tokyo, 2nd December.

The cruiser *Yoshino*, which has been ordered to Manila, will call at Ujina and Okinawa. Russia, Germany, France, and Great Britain have also sent war vessels to Manila.—*Kobe Chronicle* translation.

NARROW ESCAPE OF MR. MAY'S YACHT.

At the Police Court on the 11th December Captain C. R. Null, of the steamship *Chiuen*, was summoned at the instance of Hon. F. H. May for unlawfully committing a breach of articles Nos. 1,718 and 1,720, made under section 418 of the Merchant Shipping Act.

The defendant admitted the charge.

Hon. F. H. May said the case arose out of last Sunday's yacht race. He was sailing in his yacht about 4.30 in the afternoon and just before the conclusion of the race Captain Sterling, who was with him, shouted "Down helm." He (Mr. May) looked round and saw the *Chiuen* about 30 yards away coming straight down upon the yacht, and had he kept his course there must have been a collision, as he could not possibly have got across the steamer's bows. The steamer did not whistle or give any warning and he considered she was navigated in a most dangerous manner. If the defendant had gone southward of the mark boat there would have been no trouble. There were witnesses present who could prove the facts.

The Magistrate—The defendant admitted the offence before he heard what you said.

The defendant—I was on my starboard helm and was prepared to turn fully round. It was all occasioned by circumstances. I had cleared some cargo boats and then suddenly the yachts came up. Two crossed my bows, but the others did not see I starboarded my helm.

Hon. F. H. May—Why did you not whistle?

Defendant—I am very lax in blowing my whistle to boats in which are Europeans.

The Magistrate—That is the first thing you ought to do.

Hon. F. H. May—If my friend had not seen you you would have run me down.

Defendant—I should have starboarded my helm.

Hon. F. H. May—You could not have done it. I do not wish to press for a heavy penalty, your Worship. In the interest of the public and for the safety of life in this harbour I thought it my duty to bring this case to your Worship's notice. I considered that the vessel was navigated in a most dangerous manner and that she should have gone southward of the mark boat.

The Magistrate—A big steamer must give way to a small boat. Mr. May does not press for a heavy penalty and I will inflict a fine of only £5. You are liable to a penalty of £100.

THE TUNG WA HOSPITAL.

A meeting was held yesterday afternoon in the Tung Wa Hospital to consider the question of appointing a Chinese trained in Western medical science to reside in the Hospital. There were present Messrs Lo Tsz-chung, Liu Tsz-shan, Fung Wa-chuen, Chang Hok-chen, Ho Chak-sang, Wong Sang-tung, and about forty others, all of whom were directors and former directors of the Hospital. Inspector Quincey and reporters of the Chinese papers also attended. No kaifong people were present. Mr. Lo Tsz-chung was selected as Chairman. The following account of the proceedings was supplied to us by our interpreter:—

Liu Tsz-shan said—We (the Directors) went to see His Excellency the Governor on the 3rd instant, but Mr. Lo Tsz-chung, who was at that time in Canton, did not go with us. His Excellency said that he wanted to appoint a Chinese trained in Western medical science to reside in this hospital, but as Mr. Lo Tsz-chung, the president, was absent, we did not give a definite answer to His Excellency. This meeting is specially held to consider the question and we will give an answer to His Excellency to-morrow.

Lo Tsz-chung said—I have just returned from Canton in response to a telegram stating that the meeting was to be held to-day. I was entirely ignorant of this thing till now. The idea of His Excellency is a good one and we cannot say anything against it, but as no kaifong people are present, how can we do anything without their consent?

Chang Kok-chen said—We twelve directors cannot carry the whole responsibility of making the appointment on our own shoulders, and we had better see His Excellency to-morrow and let His Excellency appoint the doctor himself. We cannot do anything against his view, because Hongkong is under British control.

Fung Wa-chuen—Why should we not appoint a Chinese trained in Western medical science when His Excellency insists upon its being made? His Excellency will take a good and kind view in appointing a doctor. We had better appoint Dr. Chung, who is trained in Western medical science. His Excellency is by no means desirous to diminish our power; he only wants to do good to the hospital. If we had a doctor trained in Western medical science, a poor man might consult him in critical cases. To have a Chinese trained in Western medical science here is much better than to have a European doctor here, as was proved the year before last, when Hongkong was first visited by plague.

Liu Tsz-shan—What Mr. Fung Wa-chuen has said is quite right. If we have the doctor here, the European doctors who visit the hospital will not again complain that the patients' clothes are dirty or anything of that sort.

Lo Tsz-chung asked how they could meet such a heavy expense as would be involved by having such a doctor in the hospital.

Fung Wa-chuen—Is it not better to send an application to the Governor asking him to give us pecuniary aid? The appointed doctor would be under our direction. The patients can do what they like. They can have a Chinese doctor or a doctor trained in Western medical science.

Lo Tsz-chung—It is very unfortunate that no kaifong people are present. We cannot do this thing without a word from them. We are

reminded how the people treated Mr. Lau Wai-chuen, who during the plague was president of the hospital; one co-operated with the foreigners in fighting the plague, and the people stoned him.

Fung Wa-chuen—The kaifong people have been sent for and it is their own fault that they do not come, and they are quite unreasonable to raise any complaints if the doctor is appointed to-day. His Excellency wants the doctor to be appointed. We cannot say no.

Ho Chak-sang—I concur with Fung Wa-chuen's opinion.

Fung Wa-chuen—I think the reason why the kaifong people failed to come to-day is that His Excellency said that if any one was found to stir up trouble he would be severely dealt with.

Fung Wa-chuen remarked that if they were afraid the kaifong people would raise complaints they should go to see Mr. Lockhart to-day and ask him to issue a notice to let the people know that the doctor must be appointed.

Ho Chak-sang thought Mr. Lockhart would not issue such a notice.

There was no further discussion and it was agreed to hold another meeting next week and meanwhile to ascertain the opinion of the kaifong people.

DEATH OF THE GOVERNOR-GENERAL OF INDO-CHINA.

We regret to announce the death of M. Armand Rousseau, the Governor-General of Indo-China. The French Consul in Hongkong received the news by telegram, which stated that the death took place at 10 a.m. on the 10th inst., the cause being an affection of the liver, from which M. Rousseau had suffered for some considerable time. M. Rousseau was appointed Governor-General on the 1st January, 1895.

THE NEW GOVERNMENT OFFICES.

THE COMMITTEE'S REPORT.

In September, 1894, a Committee was appointed by H.E. the Governor to consider the question of new Government Offices. On the 20th September, 1895, the Colonial Secretary addressed the Secretary to the Committee inquiring when the report might be expected, and also, in view of recent statements in the Press, whether the Committee was in favour of the plans being prepared by the Director of Public Works or of inviting public competition and awarding a premium for the most suitable plans and designs.

The Secretary's reply is dated the 28th September, 1895, and the second paragraph was as follows:—

"The Committee were unanimous in the opinion that it could not accept any responsibility whatever in connection with the references to its proceedings that have appeared in the public press, and that they would not for a moment think of adopting the local press as a medium of communicating its proceedings to His Excellency the Governor. I am further to add that the Committee expressed itself very strongly on the necessity of members abstaining from disclosing any of its proceedings in future."

An extract from the Committee's minutes was enclosed, from which it appears that at a meeting held on the 24th September, 1895, the Hon. C. P. Chater moved, and Mr. A. McConachie seconded, "That this Committee is in favour of inviting public competition and awarding a premium for the most suitable plans and designs for the proposed new Government Buildings." The Chairman (the Director of Public Works) moved as an amendment—"That this Committee is in favour of the plans, etc., being prepared by the Director of Public Works and of such plans being submitted to a competent authority at home for approval and amendment, if necessary." This amendment not being seconded, Mr. Chater's motion was put and agreed to by a majority of three, the Chairman and the Acting Treasurer not voting. It was also decided that the premia to be offered should be \$2,000, \$1,000, and \$500 for the first, second, and third best designs respectively.

His Excellency approved of the premia suggested, and particulars and conditions of the

competitions, prepared by the Director of Public Works, were recommended by the Committee.

On the 16th July, 1896, the Colonial Secretary forwarded to the Committee the extract from the Secretary of State's despatch of the 5th June, 1896, in which Mr. Chamberlain desired to receive further information as to the necessity for the buildings and to be more fully satisfied as to the financial ability of the colony to meet the expenditure out of current revenue. The portion of the despatch in which Mr. Chamberlain disapproved of the proposal to invite competitive designs does not appear to have been communicated to the Committee.

The report is dated the 23rd November, 1896, and is signed by the Hon. F. A. Cooper (Chairman), Hon. A. M. Thomson, Hon. C. P. Chater, Mr. A. McConachie, and Mr. T. Jackson. The first part of the report narrates the Committee's proceedings, and in the second part a description is given of the condition of the present Government Offices. The remainder of the report is as follows:—

THE DESIRABILITY OF LOCATING THE VARIOUS GOVERNMENT DEPARTMENTS UNDER ONE ROOF.

It is desirable for many reasons that the several Government Offices should be situated close together, if possible under one roof, as loss of time and inconvenience to the public would be thereby obviated, and business greatly facilitated.

Were it not for the fact that the present offices at St. John's Place are in a good structural condition, are suitably and conveniently situated for the meeting of Council, and the accommodation afforded for the Colonial Secretary's Department appears adequate, we should recommend that in any project for the erection of new buildings accommodation should be provided for that department.

The following statement shows the approximate accommodation at present provided, and what appears to be required for the Court House, Treasury, Registrar-General, Post Office and Public Works:—

	Present.	Required.
	sq. ft.	sq. ft.
Court House	12,300	21,000
Registrar-General	2,460	5,000
Treasury	3,100	6,000
Post Office	5,000	11,000
Public Works	7,000	14,000

The Public Works Stores are so intimately connected with the Public Works Offices that we have considered the condition of and accommodation afforded by the present buildings and yards.

At present the stores are located in three separate buildings, viz., Crosby Store, No. 3a, Blue Buildings, and Wanchai Store.

Crosby Store was originally purchased by the Military in 1857 and sold by them to the Colonial Government for \$35,000. The portion facing Queen's Road was, until recently, occupied by the Education Department, but owing to its dilapidated condition had to be vacated in 1894 and offices are now rented elsewhere for this department.

The remaining portions of the building are still used as Public Works Stores, but their dilapidated condition admits of their being used only to a very limited extent.

The Store at Blue Buildings consists of the upper floor of House No. 3a, Praya East, and is rented from the Land Investment Company.

The Store at Wanchai is very limited in area and its construction is only of a temporary nature. It occupies a reclamation in front of Marine Lots 117 and 118 Praya East.

We are of opinion that the present stores should be vacated and the whole of the stores located as far as practicable on the same premises. The area required is about 40,000 sq. ft.

In view of the foregoing facts we recommend:—

- That the present Government Offices at St. John's Place be retained, the upper floor being devoted as at present for the purposes of the Council Chamber, the Colonial Secretary's Department, and the Local Auditor, and the ground-floor placed at the disposal of the Sanitary Board and the Education Department.
- That new buildings be erected on the Government Reclamation in front of the

City Hall for the various departments enumerated in the proposed particulars and conditions of competition.

- That the Harbour Department be accommodated in a suitable building to be erected on the new Reclamation in front of the present Harbour Office.
- That suitable premises be obtained for the purposes of a Public Works Store.

FINANCIAL.

The estimated cost of providing suitable accommodation for the Court House, Registrar-General, Treasury, Post Office, and Public Works Department on the Reclamation in front of the City Hall is \$700,000

The estimated cost of providing a suitable building for the Harbour Department on the Reclamation in front of the present Harbour Office is 110,000

The estimated cost of obtaining suitable premises for a Public Work Store is 90,000

Total \$900,000

If the foregoing recommendations are carried out, the site occupied by the Court House and Crosby Store will be available for sale and should realize, say, \$250,000.

In respect of Offices rented for the use of various departments, which would in that case be no longer required, the following rents are paid per annum:—

Attorney-General and Crown Solicitor	\$1,800
Education Department	540
Sanitary Board	1,080
Post Office Clerk	360
Public Works Store	840

Total \$4,620

Capitalizing this sum at 5 per cent. and adding the amount to the \$250,000 the estimated net expenditure is \$900,000

Less \$42,400

Total \$857,600

or, say, \$560,000.

In view of the Colonial Secretary's letter No. 1,127 of the 16th July, 1896, enclosing an extract from a despatch from the Secretary of State (Appendix C.), we have further considered the question of the financial ability of the colony to meet the proposed expenditure. Owing to the various demands continually made on the ordinary revenue to meet expenditure on Extraordinary Public Works rendered necessary by the increasing trade and population of the colony, we are of opinion that a special fund should be formed to meet the expenditure on the new Government Offices, and offer the following observations with regard to the formation of such a fund.

It is to be observed that consequent on the progress of the Reclamation Works very valuable building sites, other than those previously referred to, accrue to the Government, and the proceeds derived from the sale of such sites may fairly be considered extraordinary revenue as distinct from ordinary revenue, and be devoted to meet expenditure of an extraordinary nature. We are informed by the Colonial Treasurer that, generally speaking, the financial position of the colony may be considered satisfactory and that it may reasonably be anticipated that the ordinary revenue will be sufficient to meet ordinary expenditure from year to year.

We would therefore suggest that the premia derived from the sale of land on the Reclamation should be devoted to the purpose of forming a special fund to meet the expenditure on new Government Offices, leaving the annual Crown rent and assessed taxes to be carried to the ordinary revenue.

The sites on the Reclamation to which we refer are Marine Lot 278, the site north of Marine Lot 276, the site opposite Marine Lot 63, and that opposite the Sailors' Home, and it is estimated that they will realize at public auction during the next few years from \$570,000 to \$600,000.

[In signing the report the Hon. A. M. Thomson adds the following rider—I agree with the report with the exception of the last two paragraphs. I see no necessity for a special fund.]

EXPORTS UNDER THE ARMS AND AMMUNITION ORDINANCE.

The Hon. T. H. Whitehead forwards for publication the following correspondence:—
Hongkong, 5th December, 1896.

R. C. Wilcox, Esq., Secretary, Hongkong General Chamber of Commerce.

Dear Sir,—Referring to His Excellency the Governor's letter dated 12th ulto. to the senior unofficial member on the subject of the Gap Rock Lighthouse, special dues, copy of which letter I handed to the Committee of the Chamber at the close of their monthly meeting on 21st ulto. and at which meeting the members present unanimously decided to publish the Governor's said letter and to republish the Chamber's letter of 31st July last to the Governor, I now enclose copy of my letter to the Governor on the subject, dated 2nd inst.

I further enclose copy of certain correspondence which passed between the Government and myself, regarding the question of which I gave notice at the meeting of Council on 5th August last, and which I asked at the following meeting on 3rd inst. The question was—

"Will the Government inform the Council whether the Police Department continues to furnish the Imperial Chinese Maritime Customs with information concerning permits issued for the export from the colony of arms and ammunition?"

A copy of the correspondence was duly circulated by me among the firms interested in the trade, &c. I am sending a copy of this letter and a copy of the latter correspondence to the local Press, for the information of the members of the Chamber and of the public.—I am, yours faithfully,

T. H. WHITEHEAD.

Hongkong, 5th September, 1896.

Dear Sir William,—

At the last meeting of Council on 5th ulto. I gave notice of the following question:—

"Will the Government inform the Council whether the Police Department continues to furnish the Imperial Chinese Maritime Customs with information concerning permits issued for the export from the colony of arms and ammunition?"

I shall be very greatly obliged if your Excellency would cause a reply to be furnished without waiting until the opening of the next session. I may mention that I gave notice of the question on behalf of the German firms who are interested in this branch of trade. If the reply is in the negative, as I have reason to think it will be, it would be a distinct advantage to the firms to now have the information officially, so that they could give the dealers an assurance on the point. I apologize for troubling your Excellency, but I hope I may be excused under the circumstances.—Yours very truly,

T. H. WHITEHEAD.

His Excellency, Sir William Robinson,
K.C.M.G.

6th Sept., 1896.

Government House,
Hongkong,

Dear Mr. Whitehead,—

The answer to your question is that the Police Department only gives notice when there is an abnormal supply.

I will tell the Colonial Secretary to send you an official answer.—Yours truly,

W. ROBINSON.

Hongkong, 7th Sept., 1896.

Dear Sir William,—I feel very much obliged for your kind note of yesterday, and note that the Police Department only give notice when there is an abnormal supply. I recognise that there may be occasions when, in the interests of peace, order, and good government in the neighbouring provinces, it may be advisable to let the Chinese authorities know that there has been an abnormal increase in the export of arms and ammunition from this colony, but this can only be probable when there is rebellion or armed disturbances on the mainland. If the notice is intended to assist the Chinese Government in the collection of revenue, I think your Excel-

lency will see that no possible benefit can accrue to this colony from such information, but possible inconvenience and loss to trade, and that it is entirely opposed to the principles which have regulated public policy to assist in any way the collection of the revenue of a foreign country. May I suggest that the instructions given to the Police should be limited to cases in which there is reason to believe that the abnormal increase in the export is furnishing supplies to rebels against the Chinese Government.—Yours very truly,

T. H. WHITEHEAD.

His Excellency, Sir William Robinson,
K.C.M.G., &c., &c., &c.

Hongkong,
Colonial Secretary's Office,
9th September, 1896.

Sir,—I am directed to acknowledge the receipt of your letters of the 5th and 7th inst. and to inform you in reply that the course suggested in the concluding paragraph of your letter of the 7th instant, with respect to furnishing information to the Imperial Maritime Customs regarding the export of arms from the colony, is that which is now being followed.—I have the honour to be, sir, your most obedient servant,

J. H. STEWART LOCKHART,
Colonial Secretary.

Hon. T. H. Whitehead.

THE NEW BALMORAL GOLD MINING COMPANY, LIMITED.

On the 14th December, at noon, an extraordinary general meeting of the shareholders in the New Balmoral Gold Mining Company, Limited, was held at the offices of the General Managers, Messrs. J. D. Humphreys and Son. Mr. Hart Buck presided and there were also present—Messrs. W. H. Potts, J. A. Jupp, Creasy Ewens, G. R. Stevens, E. G. Kelly, T. F. Hough, E. K. Chandler, A. G. Stokes, S. Rustonjee, C. Georg, E. Georg, J. S. Hagen, H. Humphreys, G. H. Potts, J. R. Michael, W. D. Sutton, A. H. Mancell, and W. E. Clement.

The CHAIRMAN—Gentlemen, this meeting has been called to pass the necessary resolutions to enable us to raise more capital for the working of your mines. After careful consideration, we have come to the conclusion that the method we propose to adopt is the only one likely to be successful. You will notice by the terms of the first resolution that it is proposed to reduce the value of the ordinary shares from \$3 to \$1, and by the second resolution to increase our capital by the issue of 75,000 preference shares of \$1.00 each, 50,000 of which will be offered to the shareholders, that is, one preference for every ordinary share held by them. We are pleased to be able to state that with regard to any of these shares unapplied for and the remainder of the issue we can guarantee that they will all be taken up. Our latest advices from the mines are to the effect that everything is going on satisfactorily. At the Queen's mine they then had 220 tons of stone at grass, and expected to commence crushing the following week. The general work at this mine is going on rapidly and appearances continue to show improvement. The present indications at the Grant's mine are also of a promising nature and in the drive from No. 2 tunnel show that they are not far from the main wall. I will now propose the first resolution:—

1.—That the capital of the Company be reduced from \$150,000 divided into 50,000 shares of \$3.00 each to \$50,000 divided into 50,000 shares of \$1.00 each and that such reduction be effected by cancelling capital which has been lost or is unrepresented by available assets to the extent of \$2.00 upon each of the 50,000 shares which have been issued and by reducing the nominal amount of all the shares in the Company's capital from \$3.00 to \$1.00 per share.

Mr. RUSTOMJEE—I beg to second.

Carried.

The CHAIRMAN—I beg to propose the second resolution:—

That the capital of the Company after having been reduced to \$50,000 be increased to \$125,000 by the creation of 75,000 new shares of \$1 each to be called "preference shares" to which there shall be attached the special rights and privileges following, that is to say:—

(i.) The holders of such preference shares shall be entitled to receive out of the profits of the Company as a first charge a cumulative preferential dividend at the rate of 12 per cent. per annum on the capital paid up on such shares respectively.

(ii.) Whenever the profits of the Company in respect of any year shall be more than sufficient to pay the preferential dividend aforesaid to the close of such year and also a dividend for such year at the rate of 12 per cent. per annum on \$50,000, the capital of the ordinary shares, the holders of the preference shares shall be entitled to participate in the surplus *pari passu* with the holders of the other shares.

(iii.) The capital paid up on the preference shares shall not be liable to cancellation or reduction in respect of loss or depreciation.

(iv.) In the event of the winding up of the Company the holders of the preference shares shall be entitled to have the surplus assets applied, first, in paying off the capital paid up on the preference shares held by them respectively, secondly, in paying off the arrears (if any) of the preferential dividend aforesaid to the commencement of the winding up, and thereafter to participate rateably with the holders of other shares in the residue (if any) of such surplus assets which shall remain after paying off the capital paid up on such other shares.

Mr. STEVENS seconded.

Carried.

The CHAIRMAN—I take it, gentlemen, that it is agreed you are in favour of the method we propose to allot the shares, namely, one for one. If there is any objection I should like to hear it.

Mr. GEORG—I suppose, Mr. Chairman, the remaining 25,000 shares will be offered to the public?

The CHAIRMAN—No, that is not so.

Mr. GEORG—The outside public will have no chance of sharing in the 25,000 shares?

The CHAIRMAN—They may have a chance of getting them eventually, but they will not be offered to the public.

Mr. STEVENS—All that will be offered to the shareholders is the 50,000 shares. In the event of any shareholders not taking up their issue, what is to become of the residue?

The CHAIRMAN—We guarantee that all the other shares will be taken up; all shares not applied for will be taken up.

Mr. MICHAEL—Will you give preference to the old shareholders, taking one and a half shares for one?

The CHAIRMAN—The preference shares will be offered one for one.

Mr. MICHAEL—Some of the old shareholders have applied for more and some have not applied at all.

The CHAIRMAN—The holders of ordinary shares who apply for preference shares will have one for one allotted.

Mr. STOKES—Who takes the 25,000?

The CHAIRMAN—We guarantee that the others shall be taken up. There are shareholders who are not here and they probably would like to have some, and we wish to do all we can in the interests of absent shareholders. To make the thing perfectly secure we guarantee the whole issue.

There was no further discussion and in concluding the meeting the CHAIRMAN announced that the confirmatory meeting would be held on the 30th inst.

The writer of "By the way" in the *Japan Gazette* says:—"It is a curious coincidence that during the inquest into the circumstances attending the death of Mr. Carey there was present a doctor who assisted at the post-mortem in the Maybrick case. He states that the symptoms in the two cases, as described by the medical men, were almost identical as I suppose they would be in nearly all cases where persons die from arsenical poisoning. There is nothing new to report with regard to the Carey case. I believe the date of the trial has been fixed, but it would take a thought reader to discover that date. The position of juror in a murder trial is not one which men covet, and it is not unlikely that if the date when the pieces of blue paper will be distributed were known some students would find they had important engagements elsewhere." On the other hand a report has reached us that the trial may not take place at Yokohama at all.

MR. F. H. MAY AND THE FIRE BRIGADE.

CHARGE AGAINST FIREMEN DISMISSED.

At the Police Court on the 15th December, before Hon. Commander W. C. H. Hastings, Angus McAuley, assistant foreman in the Fire Brigade, David McHardy, fireman, and Donald McKenzie, fireman, were summoned that they unlawfully did and without reasonable excuse absent themselves from duty at a fire in the city of Victoria on the 8th December, 1896, contrary to section 5 of Fire Brigade Regulations made under Ordinance 4 of 1868.

Mr. H. L. Dennys (Crown Solicitor) prosecuted and Mr. J. J. Francis, Q.C., represented the defendants, the first of whom is a sergeant and the other two constables in the Hongkong Police Force.

Mr. Dennys—Your Worship, the defendants are charged under Ordinance 4 of 1868, section 5, and under regulation No. 5 made thereunder on the 8th December, 1882. On the 8th December, at about 8.30 or 8.40, there was a fire at 18, New Street. The alarm was sounded and the defendants, who are members of the Fire Brigade, fail to attend. The matter is considered a serious one by the Government, because unless there is a reasonable excuse which absolutely justifies them their absence on an occasion of this sort may result in very serious loss. On this particular occasion a house was gutted and three people lost their lives. Of course I do not say that they lost their lives in consequence of the non-attendance of these men, but it is very necessary in the opinion of the Government that firemen should attend unless they have a reasonable excuse in accordance with the regulation. I see the defendants are represented by counsel. I do not know whether he denies the charge or whether he is prepared to admit it.

Mr. Francis—I will have the case heard in the usual way, please.

Evidence was then called.

Mr. J. M. Corcoran, Acting Assistant Superintendent of the Fire Brigade and Acting Deputy Superintendent of Police, said—On the 8th December there was an alarm of fire. I received the telegram at 8.40. I attended the fire, which was at 18, New Street. McAuley is assistant foreman and McHardy and McKenzie are firemen. They were not at the fire. I am not aware that they had permission to be absent.

Mr. Francis objected to Mr. Dennys asking about the result of the fire, and Mr. Dennys did not proceed with the question.

Witness, containing, said—The fire was out shortly after eleven o'clock, when the roll was called. I spoke to McAuley the next day, and he told me that he was suffering from a cold and the doctor had told him not to get wet. The other two went before the Superintendent, but I do not remember that they gave a reason. They were asked the reason. They said they had been to a banquet. I think McAuley also said he had been there, but I am not sure.

By Mr. Francis—The roll was called after the fire. That is the general rule. The defendants were brought before the Superintendent on the 10th and put on the charge sheet on the 11th. I was practically complainant.

Mr. Francis—Was Mr. May present at the fire?

Witness—No.

Did the alarm ring up here?—Yes.

Did you report to the Superintendent when the fire broke out?—No.

Do you know as a matter of fact that Mr. May was in his house that evening?—I believe he was.

Before the Superintendent you were in the position of complainant?—Yes.

And you were present during the whole of the proceedings before him?—Yes.

Do you remember McHardy stating as his defence that he was on leave from the police?—He was on leave.

Did he not say so?—Yes, I believe he mentioned that.

Did he not also state that such leave from the police had always been treated as leave from all duties, Fire Brigade included?—I do not remember him saying that.

None of them?—No.

Is it not a fact that leave from the police had always been treated by previous Superintendents—Captain Hastings and Mr. Lethbridge—as leave from all duties?—Oh no.

Can you give us an instance where it has not been so recognised?—It has always been recognised that unless the men get special leave from fires they must always attend them.

Is there any case you can remember where it has been so decided or held?—I do not know that any case has been brought up.

Not a case in which a man having police leave has been reprimanded or punished for not having turned out to a fire which occurred during the leave?—Not to my knowledge.

Who laid down the rule? Where is it in writing or print or anywhere?—It is in the Fire Brigade regulations.

Mr. Francis here produced McHardy's leave, which was from 8 a.m. on the 8th to 8 a.m. on the 9th, and continued—Did not McAuley on the morning of the 9th, after saying he was suffering from a cold, get leave on that ground?—Yes.

Did not Mr. May, the Superintendent of Police, proceed to fine these men a month's pay?—He told them they would forfeit a month's pay.

Did they deny his right to inflict any fine or forfeiture on them under the regulations?—They did not, but called his attention to the C. S. O.

Did they not point out that under the regulations he had no power to fine them?—The regulations were brought.

But did you not hear Mr. May say that if they did not submit to the fine they would be sent before the Magistrate?—He said, "If you do not like to be tried by me you can go before the Police Magistrate."

"Who can fine you \$25?"—I do not know he said that.

He may have said it?—Yes.

And did he not say that if they were convicted before the Magistrate they would be turned out of the Fire Brigade?—He said he would take the Fire Brigade work from them and deal with them.

How many of the European police are members of the Fire Brigade?—About 22.

They volunteer for that work?—Yes; they apply for it.

And the men declined to submit to such an exorbitant fine?—They preferred to go before the Magistrate.

Answer yes or no and add anything you please afterwards. Did not McAuley say he was willing to submit to a fine of \$1 or \$2, but that a month's pay was too much?—He said the Superintendent could fine him \$1.

And was quite willing to submit to that?—I do not know that he added any more.

Did you ever read the regulation under which this complaint is made—"On the alarm being sounded the firemen and officers who have not been told off for special duty will hasten to the engine house for duty and assist to take the engines to the fire?" That is rule 5 of the last regulations.—I have read it.

Was Mr. May on special duty that night that you are aware of?—Not that I am aware of.

Re-examined by Mr. Dennys—The assistant foremen get \$12 a month and the firemen \$9 a month. A month's pay meant \$12 or \$9. Mr. May told the men he had no power to fine them, but if they liked to submit to a fine he would deal with them. He pointed out that the Magistrate could impose a fine of \$25 instead of \$12. I produce a book with the scale of fines from the C.S.O. It was after looking at this list that Mr. May said he had no power to fine them unless they liked to submit.

By his Worship—McAuley has been in the Fire Brigade a considerable time. He has never to my knowledge been absent before. The second defendant joined the Brigade in 1893 and the third has been in the Brigade about twelve months. I am not aware that they have been absent before. No men were on leave from the Fire Brigade that night. There were four men absent altogether—the defendants and an assistant foreman named Graham.

His Worship—Why was Graham not charged?

Witness—He was dealt with by the Superintendent of the Fire Brigade.

Sergeant Ford said—I am an assistant foreman in the Fire Brigade and was present at a fire at 18, New Street on the 8th inst. I called the roll about eleven p.m. The defendants and assistant foreman Graham were absent. When the alarm was sounded I was at the Masonic Hall, Zetland Street. I saw McHardy and McKenzie there, but not McAuley. On the alarm of fire I left the Hall. There are four assistant foremen. I and McDonald were present and McHardy and McKenzie were absent.

By Mr. Francis—In the copy of the roll Mr. May is not given as absent, he was put as absent in the roll book. The copy was sent to Mr. May. I was not afraid to put him as absent in the copy. The fire was got out quickly. If McHardy had been not on leave that night he would have been on police duty and under no obligation to attend the fire.

By the Magistrate—I have never had leave from fire. I have never asked for leave. I have known men getting leave from fires in Mr. Wodehouse's time. The leave from police duty was in some cases countermanded by the Superintendent of the Fire Brigade.

Hon. F. H. May—I am Captain Superintendent of Police and Superintendent of the Fire Brigade. Defendants are members of the Fire Brigade. They did not obtain leave from fire on the 8th inst. They were reported to me on the 9th as being absent from the fire. I personally saw the defendants. McAuley said he was seeing some friends. I said "Is it a fact you were at a banquet?" and he said he was. I did not know what the banquet was at the time. The other defendants gave the same answer.

Mr. Dennys—Has any member of the Fire Brigade a right to be absent from a fire without special permission?

Mr. Francis—I object to the question. That is a question of law and not fact.

Mr. Dennys—Mr. May is giving his opinion.

Mr. Francis—Mr. May's opinion is not worth having on that point.

Mr. Dennys (to witness)—Have you ever given a general order that men may be absent without getting special permission?

Witness—No, never.

Mr. Francis—He has been about three months at the head of the Fire Brigade.

Mr. Dennys—Have members of the Police Force who are also members of the Fire Brigade ever applied to you to be absent from their duties?

Witness—Yes. These are the first men that have not done so, as far as I know.

Mr. Dennys—What is the rule about your attendance at fires?—If the Deputy Superintendent is at a fire I do not generally attend. The rule I have instituted—[Mr. Francis—You have instituted the rule!—] is that when the Deputy Superintendent is there I do not go.

Mr. Dennys—The other being at hand in the event of anything arising at the police?

Witness—Yes. I have not instituted that rule without the knowledge of the Government. I have been corresponding with them on the subject.

Mr. Francis—Has your correspondence with the Government on the subject been before or since the 8th December?

Witness—Before.

Are you aware of the fact—you are an authority on points of law—that the Governor has no right to make any regulation under this Ordinance except by an order in Council?—The Governor has made no order. There is nothing in the Ordinance to compel the Superintendent to attend every fire.

Are not you an officer?—I am.

Does not rule 5 say that officers and men shall turn out?—Section 2 specially provides for the contingency of the Superintendent's absence.

Yes, if he is absent on duty—absent properly, but not to take leave. Had you not a dinner at your house that night?—I had.

You were at a banquet. Did you not know that no written authority, except by an order in Council, authorised you to be absent when not on duty?—It has never been recognised by my predecessor, Mr. Wodehouse.

Did you take the trouble to look at this book and see that Captain Hastings and Mr. Lethbridge were always at the fire?—My views

"We don't want your views, Mr. May. Do you not think that in case of fire, when property and life are at risk, the Superintendent and not his Deputy is the proper person to be there superintending the operation?—My opinion on the matter has nothing to do with the present case."

"Then don't give it. Don't you think that the presence of the head of the brigade is necessary—that brains are of more use than hands?—I refuse to answer that question."

"Didn't you threaten these men that if they did not submit to your ruling you would turn them out of the Fire Brigade if they went before the Magistrate and were convicted?—No, I did not threaten them."

"What did you say?—I gave them the option of forfeiting a month's pay or going before the Magistrate."

"Did you not in the first instance simply sentence them to forfeit a month's pay?—McAuley would not forfeit the pay."

"He objected to your jurisdiction?—No, I beg your pardon. He drew my attention to the scale of fines, varying from 5 cents to \$1, which is in the C.S.O. document. I inspected the document and came to the conclusion that it referred to absence from drill and such like, and I pointed out to them what they probably did not know, that under the Fire Brigade regulations they could be prosecuted before the Magistrate and that the penalty was \$25. I then gave them the option of forfeiting a month's pay or going before the Magistrate."

"Did you not tell them they would be removed from the Brigade?—I said they would probably not be allowed to remain in the Fire Brigade."

"You did not consider that intimation a threat coming from a man in your position?—No."

"Was it not a gross assumption on your part to attempt to sentence these men to the forfeiture of a fine while you had no authority at all to do it?—I do not think it was."

"Do you know how long McAuley has been in the Fire Brigade?—No, I do not."

"By his Worship—None of the defendants had leave from me."

"This concluded the case for the prosecution."

Mr. Francis, for the defence, said:—Of course, your Worship, all these men were charged at one time, but the case of each man must be dealt with separately. The third defendant's defence is—I am not able to call any witnesses before you, and it is practically his statement—his defence is that he left the Masonic Hall when the alarm of fire was given, but on the road he met a man who told him it was only a case of a chimney on fire. He made a mistake undoubtedly. He ought to have gone to the fire and made sure for himself. If the complaint is pressed against him I do not see myself that he has any legitimate excuse. At the same time your Worship will probably take into consideration that the fire was very quickly over. Of course I admit he had no right to accept the man's statement, and I only put his defence forward in mitigation of his punishment. His intention was good. As to McHardy, he was on leave that night from the police from all duty. If he had been on duty that night and not on leave he would have been on ordinary police duty and entirely exempted from going to the fire, and he was perfectly justified in considering that with leave from police duty he was exempted from fire duty, because it is only as a policeman that he is a member of the Fire Brigade. The man could not have been in two places at one time. If he had been on police duty he would have been on his beat and under no obligation to turn out to the fire. It has not always been the custom, as Sergeant Ford said, to get the counter-signature of the Superintendent of the Fire Brigade on a man's leave from the police, and I understand the general impression is that there is no definite rule laid down anywhere that leave of absence from police duty is not leave of absence from everything which police duty would entail during the evening. With reference to McAuley, he got a sick certificate on the following morning. His defence is that he saw a doctor late in the afternoon, as he was suffering from a severe cold, and the doctor told him to keep himself quiet and not get wet. It was late in the afternoon when he saw the doctor and he had no opportunity of reporting

to the Superintendent. On the 9th, he had a medical certificate, which is now before your Worship, and got leave. The simple reason of his absence was not that he was at the banquet but that he had been told by the doctor not to get wet and to keep himself out of the way. I take leave to say to your Worship that this case would in all probability not have come here at all, and I would not be representing these men, but that this is intended as a respectful protest against the undue assumption of the authority of the Superintendent of the Fire Brigade, and as a protest on behalf of the firemen against the absence of the Superintendent from the fire. He cannot give himself leave; a higher power must do that. It is rather anomalous that a man who was himself absent from the fire because of a dinner in his own house should on the following morning attempt to impose a fine on men who had never been absent before and were absent for reasons which, on McAuley's part, were perfectly reasonable. I quite understand, your Worship, that in the minds of some people the very fact that a defence has been attempted may be looked upon as aggravating the offence. That is not the idea or the intention. A severe reprimand by the Superintendent would have quite sufficiently covered the necessities of the case and all the men would have submitted and acknowledged that they might have been more careful. But when Mr. May tries to exercise a power beyond anything contained in the C.S.O. document and to inflict such a heavy penalty as the forfeiture of a month's pay, then of course the men have to consider the question. They admit that without strict legal justification two of them, McAuley and McKensie were absent from the fire. I put it to you that a small fine will be quite sufficient to meet the justice of the case. All the men in the Fire Brigade are most zealous and active in the performance of their duties and no previous complaint has been made."

Mr. Dennis—With reference to the amount of the forfeit I would point out to your Worship that there are only three fires a month on an average and these men get \$8 to \$9 a month. That is not at all a large sum for the Superintendent to inflict as a fine. Of course Mr. May told the men that he had no power to inflict the fine unless the men chose to agree to it, and that your Worship was the person to inflict the punishment if they disputed his right to fine them. The amount Mr. May suggested is a reasonable one, especially considering the position the men hold in the force, particularly McAuley, and they ought to have known perfectly well what their duty was. A great deal has been said about this being a protest by the members of the Fire Brigade. That is not the question at all before the Court. If we go into the question whether Mr. May ought to have been at the fire, I submit it is a most reasonable arrangement when the two posts of Captain Superintendent of Police and Superintendent of the Fire Brigade are held by one man that either the Superintendent or the Deputy should remain in barracks, and it is absurd for the men to come here and say they are not to be punished because the Superintendent did not go. I am not putting that as a serious matter, but a fine of \$25 is not an excessive one, and the defendants have shown no reason at all why that penalty should not be inflicted."

His Worship—The question whether the Superintendent was there and other matters that have been brought forward have nothing to do with the case at all. The real question is whether these men had any justifiable excuse for being away. I take the cases in the order that Mr. Francis mentioned them. The third defendant started to go to the fire and he was told that it was a chimney on fire. There are numbers of these false alarms and I think it is a fairly natural excuse. There is not one man in a thousand that would have gone, but I should have thought if he had given that explanation to the Superintendent next day it would have answered the case. The second defendant certainly got special leave as far as I can see, and he naturally concluded that he was excused from Fire Brigade work. I think, in view of the facts of the case about the second and third de-

fendants, the mere fact of their having been up here and ably defended by counsel who will himself impose a considerable fine, that the justice of the case will be met by discharging them with a caution. McAuley has been a very long time in the Fire Brigade and as a fireman he must know his duty, or he would not have been made assistant foreman. It is clear to me that he ought to have got leave and explained to the Superintendent that he would like to be away as he had a sick certificate. However, in view of his long service, I think the justice of his case will be met with a severe reprimand."

VICTORIA REGATTA.

FIRST DAY.

10th December.

The annual regatta is looked upon in Hongkong as one of the pleasantest breaks in the stolid and somewhat rigid atmosphere of commercial life in the colony, and for forty years this great event has held a firm hold of the pleasure-seeking public, who never fail to give it their cordial support, while the general holiday which is observed for the occasion in European business houses gives nearly everybody ample opportunity to witness the sport. Yesterday was an ideal day on the water both for the sailing boats and the rowing boats. The sun, which in the early part of the morning was hidden by clouds, shone brilliantly from the start of the races till it disappeared behind the western hills, and a delightful breeze rendered the air beautifully fresh. The sea during the first race was lumpy, but it eventually settled and for the most part of the time was moderately smooth and the boats made good times. The *Hohenzollern* was kindly lent as the flagship and it was crowded with enthusiastic residents, who spent a happy time in watching the races and listening to the band of the Hongkong Regiment, which played tuneful airs during the intervals. The day's proceedings were in every way highly successful. The racing was productive of much interest and was watched most intently from the flagship, which displayed a considerable amount of bunting, from scores of launches which followed at times too closely abreast of the boats, from one or two men-of-war, from the naval wharf on the Kowloon side, and from points along the shore. As was generally anticipated the honours of the day fell to R. F. Lammert, who stroked his crew to victory in the Chairman's Challenge Cup, the Ladies' Prize, and the Chinese Cup, the last of which he won with ease. After the Ladies' Prize had been competed for all the officials, the judges, starters, and umpires, and all the spectators afloat in launches, and everyone on board the *Hohenzollern*, assembled on the deck to witness a pleasing ceremony—that of presenting the Ladies' Prize to the winning crew. Miss Carrington made the presentation amidst loud bursts of applause and then R. F. Lammert handed Miss Carrington a handsome bouquet and called for cheers for the ladies. The ladies and then the victors were cheered, congratulations offered, and the sport was proceeded with, very good time being kept up to the conclusion. To-day the race for the International Cup will be started at 1.30 and a big crowd is likely to gather to witness this important event. The following is a list of the officials:—

President—His Excellency Sir William Robinson, K.C.M.G.

Stewards—His Excellency Major-General Black, C.B., Hon. E. R. Balios, C.M.G., Mr. D. E. Brown, His Hon. the Chief Justice, Dr. Carrington, C.M.G., Hon. C. P. Chater, Surg. Col. Evatt, M.D., Lieut. Col. Faithful, Col. Fraser, R.A., Lieut. Col. C. S. Gordon, Mr. D. Gillies, Commodore Holland, R.N., Mr. W. E. Hunt, Mr. T. Jackson, Dr. W. Knappe, Mr. J. H. Lewis, Major Lindley, Mr. St. C. Michaelson, Mr. H. N. Mody, Mr. José de Navarro, Lieut. Colonel The O'Gorman, Mr. W. H. Ray, Mr. A. G. Romano, Mr. A. Ross, Mr. H. A. Ritchie, Hon. Commander B. Murray Rumsey, Mr. D. R. Sassoon, Mr. N. A. Siebs, Mr. Herbert Smith, Hon. J. H. Stewart Lockhart, Mr. C. A. Tones, Hon. T. H. Whitehead, Mr. J. S. Van Buren.

Committee—Hon. Com. W. C. H. Hastings, R.N. (Chairman), Mr. E. Bischoff, Mr. R. K. Leigh, Mr. G. A. Caldwell, Mr. R. F.

Lammert, Mr. W. Machell, Mr. A. Denison, Mr. T. H. Reid, Mr. M. A. A. Souza, Mr. W. H. Potts, (Hon. Treasurer), Mr. W. Armstrong (Hon. Secretary).

Judges of the Rowing Races.—Mr. R. K. Leigh, Hon. Com. W. C. H. Hastings, R.N.

Umpires and Starters.—Rowing, Starter, Mr. W. H. Potts; Umpires, Hon. J. H. Stewart-Lockhart, Mr. C. H. Grace; Yachts, Mr. G. C. Anderson; Open Sailing Boats, Mr. F. D. Goddard.

Judge of the Sailing Races.—Hon. Com. W. C. H. Hastings, R.N.

Time-keeper.—Mr. T. F. Hough.

LIGHT GIGS; open to regular Chinese crews of the same hong or office. Boats must carry a European coxswain. Boats to be passed by the Committee. Distance, one mile. Time allowance, 8 seconds per oar. 1st prize, \$10; 2nd prize, \$5.

Only two boats entered. The crews pulled well together and a good race resulted, the winning boat passing the post three and a half lengths ahead. Time, 8 mins. 59½ secs.

CHAIRMAN'S CHALLENGE CUP; for four oars. Cup to be held by the winning crew for one year, but to remain the property of the Club. Distance, one mile and a half. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

Leek 1
Thistle 2

"Leek."

Station No. 1.—Black.

Bow, A. A. Alves 10st. 0lb.
No. 2, S. Robinson 11st. 8lbs.
No. 3, E. Bischoff 11st. 6lbs.
Stroke, R. F. Lammert 11st. 7lbs.
Cox, F. H. Kew 9st. 0lb.

"Rose."

Station No. 2.—Slate and Scarlet Sash.

Bow, H. W. Kennett 9st. 8lbs.
No. 2, G. C. Hayward 11st. 4lbs.
No. 3, G. H. Potts 12st. 0lb.
Stroke, E. Thonert 11st. 6lbs.
Cox, F. W. White 9st. 0lb.

"Thistle."

Station No. 3.—White and Blue.

Bow, L. A. Rose 9st. 2lbs.
No. 2, G. C. Fullerton 10st. 12lbs.
No. 3, T. Brown 13st. 3lbs.
Stroke, W. Armstrong 12st. 8lbs.
Cox, C. T. Kew 9st. 0lb.

"Shamrock."

Station No. 4.—White, Red Sash.

Bow, T. Meek 10st. 5lbs.
No. 2, T. Consunji 10st. 10lbs.
No. 3, W. A. Stopani 11st. 4lbs.
Stroke, C. G. Klinek 10st. 10lbs.
Cox, R. Henderson 9st. 0lb.

The boats were after a little difficulty got into fairly good line, but the start was rather a poor one, No. 4 boat (Shamrock) getting away first with a clear lead and No. 1 boat (Leek) being last, but as this boat was farthest away from the starting launch the delay was probably caused by the sound of the gun being heard only indistinctly. Thistle and Shamrock held a slight advantage for about half the journey, but owing to bad steering Thistle fell back. Leek eventually crept ahead and the crew pulled very steadily together, and a quarter of a mile from home it was almost certain this boat would win. Armstrong's men made gallant attempts to get ahead, but on two or three occasions the boat was turned out of her proper course and Leek won rather easily by two lengths. Shamrock was nearest to Thistle, but she and Shamrock did not pass the judge's launch. Time—11 mins. 25½ secs.

LIGHT GIGS; open to European non-Commissioned officers and men of any regiment or corps of the Garrison or to European crews of any of H.M. vessels or to European members of the police force; entrance \$1. Distance, one mile. Boats to be approved of by the Committee. Time allowance, 8 seconds per oar. Four boats must start for two prizes. 1st prize, \$15; 2nd prize, \$10.

Royal Artillery—"35th Company," 6-oars. 1
Kowloon Depot—"Unknown," 6-oars, blue and yellow. 2
Victor Emanuel—"Marjorie," 6-oars, Commodore flag. 0
Victor Emanuel—"Joan," 6-oars, black, yellow, and red. 0

The Unknown and the Royal Artillery boat lead throughout and rowed a very close race, Joan being third, and Majorie last. The Majorie crew pulled a very short and singular stroke and it is a wonder they kept so close as they did. The gunners won by about a length. Time—7 mins. 43½ secs.

SNAKE BOATS; open to Chinese snake boats. Distance, one mile. 1st prize, \$10; 2nd prize, \$5. Eight boats to start for two prizes.

This race proved more interesting to the spectators in the launches in the rear than to anyone else—the crews excepted of course. It was very amusing to watch the movements of the various coxswains. One man's gyrations would have done credit to any punch and judy show. He was a most life-like Mr. Punch in his bobbing up and down and every time he ducked into the boat with the object of urging on his men it looked as if he were precipitating himself into the lower regions. He never failed to rise again, but he didn't win. Another coxswain stamped very emphatically with his right foot and most forcibly struck the wind with his left hand. The winning boat was that which possessed the calmest coxswain. Time—7 mins. 11½ secs.

LADIES' PRIZE; presented by the Ladies of Hongkong. For four oars. Distance, one mile. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

Rose 1
Leek 2

"Leek."

Station No. 1.—White, Blue Sash.

Bow, T. Meek 10st. 5lbs.
No. 2, T. Consunji 10st. 10lbs.
No. 3, G. Mollison 12st. 2lbs.
Stroke, A. A. Alves 10st. 0lb.
Cox, A. E. Alves 9st. 0lb.

"Rose."

Station No. 2.—Black and Pink.

Bow, W. A. Stopani 11st. 4lbs.
No. 2, F. Lammert 10st. 10lbs.
No. 3, W. Armstrong 12st. 8lbs.
Stroke, R. F. Lammert 11st. 7lbs.
Cox, G. A. Caldwell 9st. 0lb.

"Kornblume."

Station No. 3.—Carmine and Silver.

Bow, C. G. Klinek 10st. 10lbs.
No. 2, G. H. Potts 12st. 0lbs.
No. 3, H. Skott 12st. 9lbs.
Stroke, Surg.-Capt. Watson 12st. 2lbs.
Cox, F. W. White 9st. 0lbs.

An excellent start was made, the three boats getting off together in admirable style. Soon after the gun was fired Lammert's boat took the lead and maintained it throughout, the crew pulling with ease and steadiness, and they won comfortably by just over a length. Time 7 mins. 11 secs.

CUTTERS; confined to men-of-war crews; the boats to be approved by the Committee. Distance, one mile. Time allowed for oars, 8 seconds per oar. Four boats must start for two prizes. Entrance, \$1. First prize, \$15; second prize, \$5. Post entries.

Kaiser—12 oars, red and white 1
Kaiser—12 oars, green and white 2
Humber—10 oars, yellow 0
Victor Emanuel—Cutter, 10-oars, Commodore flag 0

The Germans had superior boats and oars and their red and white boat won by several seconds, even discounting the time penalty of 16 seconds, the green and white boat being second. Time—8 mins. 15 secs.

CHINESE CUP; four oars; for members of the same profession, crews to be submitted to the Boat House Committee; to be rowed in boats the property of the Victoria Recreation Club. Distance, one mile. Entrance, \$10.

Leek 1
Rose 2

"Leek."

(Civil Service)

Station No. 3.—White, Red Tape.

Bow, F. H. Kew 9st. 9lbs.
No. 2, S. Robinson 11st. 8lbs.
No. 3, G. Mollison 12st. 2lbs.
Stroke, R. F. Lammert 11st. 7lbs.
Cox, L. A. Rose 9st. 0lb.

Rose

(Taikoo)

Station No. 1.—White "Taikoo" Flag.
Bow, G. C. Fullerton 10st. 12lbs.
No. 2, W. Armstrong 12st. 8lbs.
No. 3, T. W. Lammert 12st. 12lbs.
Stroke, F. Lammert 10st. 10lbs.
Cox, G. A. Caldwell 9st. 0lb.

"Kornblume"

(Waikoo)

Station No. 2.—Red and White Flag.
Bow, J. R. Gillingham 9st. 7lbs.
No. 2, A. C. Paddy 8st. 4lbs.
No. 3, E. E. Deacon 10st. 8lbs.
Stroke, T. Brown 13st. 3lbs.
Cox, F. W. White 9st. 0lb.

R. F. Lammert's boat was the favourite. An excellent start was made and the Civil servants, displaying a very judicious amount of red tape in their colours, took the lead and all through the race the crew pulled splendidly and were very little troubled by the Taikoo crew, and not troubled at all by the Bank crew, which soon fell out of the race. R. F. Lammert's boat won easily, notwithstanding the fact that the men had to change their course owing to the heavy wash created by the many launches steaming immediately abreast of the competing boats. People in launches should have some consideration for the rowers and keep slightly behind the boats during the progress of a race. The time was 7 mins. 20½ secs.

SAMPAN RACE; open to regular Chinese sampans. Distance half-mile. 1st prize, \$10; 2nd prize, \$5. Eight boats to start for two prizes.

As usual, there was much amusement in this race and the enthusiastic way in which the crews worked called forth much admiration. Time—8 mins. 8½ secs.

BROKERS' CUP; (for double sculls.) Distance, half-mile. Entrance, \$5. To be rowed in boats the property of the Victoria Recreation Club.

Eileen 1
"Eileen."

Station No. 2.—White, Blue Sash.

Bow, A. E. Alves 9st. 8lbs.
Stroke, A. A. Alves 10st. 0lb.
Cox, F. W. White 9st. 0lb.

"Mand."

Station No. 4.—White.

Bow, T. Gifford 10st. 0lb.
Stroke, F. H. Kew 9st. 9lbs.
Cox, C. T. Kew 9st. 0lb.
Eileen 1

"Lily."

Station No. 1.—Black, Pink Sash.

Bow, H. W. Kennett 9st. 8lbs.
Stroke, F. Lammert 10st. 10lbs.
Cox 9st. 0lbs.

The three boats were in a straight line when the gun was fired and there seemed every probability of a good race. Kew's boat, however, stopped twice and finally gave up altogether and Lammert's boat followed suit immediately afterwards, leaving the brothers Alves to go in alone. Time—6 mins. 23 secs.

SAILING RACE; for all open boats; any rig. Chinese owned boats excluded. Entrance, \$2. Prize, \$25. Course, nine miles. Post entries.

The following boats were entered—

Sailor's Home Gig.
Cutter, Southern Cross.
Hohenzollern's Gig.
No. 7 Police Boat (Mr. Hanson).
Commodore's Galley.
Belle of Bath's Clio.
Victor Emanuel's Cutter.

A good start was effected at 1 h. 9m., only six boats starting, the Clio withdrawing from the race.

The boats rounded the first mark boat off Green Island in the following order—

Sailor's Home Gig 1 42 20
Commodore's Galley 1 42 45
Southern Cross 1 44 20
Police Boat 1 44 30
Victor Emanuel Cutter 1 44 32

All the boats then stood up on port tack towards E. end of Stonecutters Island, and as the fleet of small yachts rounded the mark boat shortly afterwards it was a very pretty sight to

see them all so well together. The boats passed between the mark boats at the starting point as follows:—

	H.	M.	S.
Police Boat	2	36	30
Commodore's Galley	2	46	30
Sailor's Home Gig	2	49	30
Southern Cross	2	50	0

The Victor Emanuel's Galley and Hohenzollern's Gig were by this time so far astern that times were not taken. The wind fell much lighter at this time, and the beat up to the Eastern mark was slow. The mark boat off North Point was rounded:—

	H.	M.	S.
Police Boat	3	44	40
Commodore's Galley	3	57	15
Southern Cross	3	59	40
Sailor's Home Gig	4	0	45

The run home was before a very light air, but the wind freshened a little as the last boats rounded. The finish was as follows:—

	H.	M.	S.
Police Boat	4	27	00
Commodore's Galley	4	31	35
Sailor's Home Gig	4	32	15
Southern Cross	4	32	40

SAILING RACE (in two classes); Y. R. A. Handicap; for partially decked boats. Price a Cup for each class. Entrance \$4 Course, nine miles.

The following were the starters:—

FIRST CLASS.

Meteor, T. W. Lam—Red and blue, yellow diagonal.
Maid Marian, J. Hastings—Blue, white bar.
Phoebe, F. H. May, 10 sec. Purple, yellow cross.
Erica, A. Denison—White, blue cross.
Sybil, Officers, R.E.—Green, white chevron.
Chanticleer, C. A.—Blue and white triangles.
Active, H. E. Pollock, 10 sec. Black and red.
Princess, J. McKie—Blue and white bars.

SECOND CLASS.

Dart, Dr. Clark—Blue peter, red dot.
Payne, Officers, R.E.—White, purple chevron.
She, E. M. Hazeland, 4 min. Blue and yellow bars.
Eileen, Capt. Phillips, 6 min. Gale blue.
Seabreeze, Capt. Long, 9 min. Red.
Elfin, W. Hamann, 9 min. White.

Course.—From a line between a flagboat off Kowloon Wharves, flying a white ensign, and a markboat flying a red ensign, round a markboat between Green Island and Stonecutters' Island, leaving it to starboard, across the starting line, round markboat off North Point, leaving it to starboard, and finish across the starting line from E. to W.

Phoebe was the first round the Green Island mark boat at 1.43, followed by Erica at 1.43.15, but before reaching the starting line again Phoebe had fallen into sixth place, the times of rounding being as follow:—

FIRST CLASS.

	H.	M.	S.
Erica	2	39	00
Sybil	2	39	35
Meteor	2	40	25
Active	2	40	35
Maid Marion	2	41	15
Phoebe	2	43	10
Payne	2	43	55
Princess	2	44	50

SECOND CLASS.

	H.	M.	S.
She	2	47	10
Dart	2	48	15
Elfin	2	49	00

In the beat to North Point Phoebe regained her position, the times of rounding being:—

	H.	M.	S.
Phoebe	3	29	10
Maid Marion	3	30	10
Sybil	3	30	27
Erica	3	30	45
Meteor	3	31	50
Payne	3	35	20
Active	3	38	00

From this point the race resolved itself almost into a drifting match, the wind falling almost to a calm. The times at finishing were:—

FIRST CLASS.

	H.	M.	S.
Phoebe	4	10	50
Sybil	4	13	00
Maid Marion and Erica	4	13	10

SECOND CLASS.

Payne	4	18	00
Dart	4	28	20
Elfin	4	30	15
She	4	31	40

11th December.

Beautiful weather again favoured the regatta yesterday and there was a very large company on board the flagship *Hohenzollern*, and hundreds of spectators watched the sport from launches. The breeze was sufficiently strong to make yachting very pleasant and not too strong to materially interfere with the rowing. The great event yesterday was of course the race for the International Cup. Immense interest was taken in the race, which resulted in a victory for the German crew, who passed the line three-quarters of a length ahead of the Scotch, who were the favourites amongst a large section of the public. The winners pulled splendidly together and R. F. Lammert must certainly be congratulated upon the excellent manner in which he stroked the crew. The fact that his crew won all the important events is a very notable feature of this year's regatta and nobody will deny that he deserved the great honour, for he worked hard and consistently and inspired confidence in each crew he had charge of. The band of the Hongkong Regiment again played on board the flagship, which was made particularly comfortable by the captain. The arrangements for the regatta were carried in a highly creditable manner by the various officials, and good time was kept in starting the races on each day.

LIGHT GIGS; open to regular Chinese crews of the same hong or office boats; must carry a European coxswain. Distance, one mile. Time for oars, 8 seconds per oar. 1st prize \$10; 2nd prize \$5. Winner of No. 1 race first day excluded. Boats to be passed by the Committee.

Two boats started, the Joan and the Marjorie, and the Joan won by three lengths. Time—7 mins. 54 secs.

INTERNATIONAL CHALLENGE CUP; for four oars. Cup presented by the late J. S. Lapraik, Esq., to be held by the winning crew for one year, but to remain the property of the Club. Distance, one mile and a half. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

German	1
Scotch	2
English	3

"Rose."
(English.)

Station No. 1.—White and Red Sash.

Bow, H. W. Kennett	9st.	8lbs.
No. 2, G. H. Potts	12st.	0lb.
No. 3, G. C. Hayward	11st.	4lbs.
Stroke, S. Robinson	11st.	8lbs.
Cox, F. W. White	9st.	0lb.

"Leek."
(German.)

Station No. 2.—Black, White, and Red.

Bow, E. Thonert	11st.	6lbs.
No. 2, F. Lammert	10st.	10lbs.
No. 3, E. Bischoff	11st.	6lbs.
Stroke, R. F. Lammert	11st.	7lbs.
Cox, L. A. Rose	9st.	0lb.

"Thistle."
(Scotch.)

Station No. 3.—White and Blue, with Thistle.

Bow, G. C. Fullerton	10st.	12lbs.
No. 2, W. A. Stopani	11st.	4lbs.
No. 3, G. Mollison	12st.	2lbs.
Stroke, W. Armstrong	12st.	8lbs.
Cox, G. A. Caldwell	9st.	0lb.

Little difficulty was experienced in getting the boats in a line. The English with the inside position had an advantage of the water, which was fairly smooth at the start, but became rougher further on. The Scotch and German responded promptly to the firing of the gun, but the English made a poor show and never seemed as if they could recover the loss caused by the delay in getting away. Each crew pulled 32 to the minute, and after proceeding about a quarter of a mile the Germans took a slight lead, the Scotch being second, and the English nearly a length behind last. On covering half the distance the Scotch had rather choppy water, an unfortunate circumstance which probably lost them the race. The Germans, it must be said, pulled excellently together, but so did the

Scotch and a close finish between them was anticipated. The English were hopelessly beaten, as on passing the Kowloon Wharf they were three or four lengths behind. The Scotch endeavoured their utmost to get the better of the Germans, but the efforts of Armstrong failed and the German crew won by three-quarters of a length. Time—9 mins.

LIGHT GIGS; open to European non-Commissioned officers and men of any regiment or corps of the Garrison or to European crews of any of H.M. vessels or to European members of the police force; entrance \$1. Distance, one mile. Boats to be approved of by the Committee. Time allowance, 8 seconds per oar. Four boats must start for two prizes. Winning crew of third race first day to be handicapped by the Committee. 1st prize, \$15; 2nd prize, \$10.

Victor Emanuel—"Marjorie," 6-oars, Commodore flag 1
Royal Artillery—"35th Company," 6-oars 2
Victor Emanuel—"Joan," 6-oars, black, yellow, and red 3
Kowloon Depot—Unknown, 6-oars, blue and yellow 0

Marjorie was the first boat to get away to a good start and pulling with a quick stroke took a decided lead, the Royal Artillery boat being second, and Joan third. Marjorie and the Royal Artillery continued to go ahead, but the Marjorie soon obtained too good a lead to be caught and she passed the post one and a half lengths ahead. Time—7.35. We might mention that in the third light gigs race on the first day it was stated that the Unknown was second to the Royal Artillery. The Joan was second, the Marjorie third, and the Unknown fourth.

SNAKE BOATS; open to Chinese snake boats. Distance, one mile. 1st prize, \$10; 2nd prize, \$5. Eight boats to start for two prizes. Winner of No. 4 first day excluded.

No. 2,527 boat came in 1½ lengths in front of No. 2,452. This was an exceedingly well contested race and the finish furnished much excitement. Time—7 mins. 57 secs.

SAMPANS; open to regular Chinese sampans. Distance, half-mile. 1st prize, \$10; 2nd prize, \$5. Eight boats to start for two prizes. Winner of No. 9 first day excluded.

Before the start of this race several of the eight crews threw joss paper into the water with the object of propitiating the sea dragon or the sea serpent or some other monster, but as far as we could tell the god was either engaged elsewhere or he declined to be bribed with flimsy; at any rate we believe the boat which dispensed with the joss ceremony won, and so another grand superstition was cast to the wind. Time—6 mins. 50 secs.

GERMAN CUP; presented by the members of the Club Germania. For four oars. Distance, one mile. Entrance, \$10. To be rowed in boats the property of the Victoria Recreation Club.

R. F. Lammert	1
Armstrong	2
Alves	3

"Thistle."

Station No. 1.—White.

Bow, A. E. Alves	9st.	8lbs.
No. 2, F. Lammert	10st.	10lbs.
No. 3, H. Skott	12st.	9lbs.
Stroke, Surg.-Capt. Watson	12st.	2lbs.
Cox, P. Hyndman	9st.	0lb.

"Shamrock."

Station No. 2.—Black and Pink.

Bow, L. A. Rose	9st.	2lbs.
No. 2, W. A. Stopani	11st.	4lbs.
No. 3, E. Bischoff	11st.	6lbs.
Stroke, R. F. Lammert	11st.	7lbs.
Cox, C. T. Kew	9st.	0lb.

"Leek."

Station No. 3.—White and Blue Sash.

Bow, T. Meek	10st.	5lbs.
No. 2, T. Consunji	10st.	10lbs.
No. 3, S. Robinson	11st.	8lbs.
Stroke, A. A. Alves	10st.	0lb.
Cox, R. Henderson	9st.	0lb.

"Kornblume."

Station No. 4.—White and Blue.

Bow, G. C. Fullerton	10st.	12lbs.
No. 2, G. Mollison	12st.	2lbs.
No. 3, T. Brown	13st.	3lbs.
Stroke, W. Armstrong	12st.	8lbs.
Cox, F. W. White	9st.	0lb.

"Rose."

Station No. 5.—Slate and Scarlet Sash.
Bow, H. W. Kennett ... 9st. 8lbs.
No. 2, G. H. Potts ... 12st. 0lb.
No. 3, G. C. Hayward ... 11st. 4lbs.
Stroke, E. Thonert ... 11st. 6lbs.
Cox, J. Hance ... 9st. 0lb.

The boats were out in good time and an excellent start was made, Thistle being the only boat which showed any reluctance in getting away. The race was grandly contested and R. F. Lammert again added to his list of victories, and by winning this event he won the honour of stroking his crew to victory in every important contest in the regatta. For some distance there was very little to choose between the boats and then Thonert and Lammert took a slight lead, Armstrong being third. Thonert lost ground and Alves became third. Passing the Kowloon Wharf R. F. Lammert had a distinct lead, Alves now being second, and Armstrong, who was pulling much stronger than in the earlier part of the race, third and then he went to second place, the order passing the judge's boat being—Lammert, Armstrong, and Alves. Lammert was three lengths ahead of Armstrong. Time—7 mins. 15 secs.

BOARDING-HOUSE BOATS; open to regular Chinese boarding-house boats. Distance, one mile. 1st prize, \$10; 2nd prize, \$5. Eight boats to start for two prizes. Winning boat of No. 5 first day excluded.

Boat No. 2,962 won by a length, No. 3,156 being second, and No. 3,401 third. Time, 9 mins. 44 secs.

TUB SCULLING; (tub sculling boats). Distance, half mile. Entrance, \$1. To be rowed in boats the property of the Victoria Recreation Club.

Station No. 1—J. H. R. Hance ... Boat No. 4—1
Station No. 4—F. H. Kew ... Boat No. 5—2
Station No. 2—W. W. Toller ... Boat No. 2—3
Station No. 3—Roza Pereira ... Boat No. 6—0
Station No. 5—J. P. Dowling ... Boat No. 3—0
Station No. 6—F. H. Hyndman ... Boat No. 1—0

Four boats out of the six which entered competed, Hance won by half a length, F. H. Kew, whose sliding seat broke, being second. Time, 5 mins. 51 secs.

FOR MEN-OF-WAR'S GIGS AND WHALERS.—

Distance, one mile. Entrance, \$1. First prize, \$15; second, \$5. The boats to be approved by the Committee. Time allowed for for cars, 8 seconds per car. Four boats must start for two prizes. Post entries.

H.M.S. *Swift's* whaler, 4-oars—yellow, black, red and blue flag.

H.M.S. *Swift's* gig, 4-oars—yellow, black, red and blue flag.

This race did not come off.

GRIFFIN'S CUP; for four-oars. Open to members and subscribers of the Victoria Recreation Club who have never won a race at a regatta in China. Distance, one mile. Entrance, \$5. To be rowed in boats the property of the Victoria Recreation Club.

Consunji ... 1
Klinck ... 2

"Thistle."

Station No. 1.—White and Blue Sash.
Bow, F. H. Hyndman ... 9st. 10lbs.
No. 2, C. E. A. Hance ... 10st. 0lb.
No. 3, S. Robinson ... 11st. 8lbs.
Stroke, P. Hyndman ... 9st. 4lbs.
Cox, A. A. Alves ... 9st. 0lbs.

"Kornblume."

Station No. 2.—White and Blue.
Bow, J. P. Dowling ... 11st. 0lb.
No. 2, F. M. Roza Pereira ... 10st. 9lbs.
No. 3, W. Armstrong ... 12st. 8lbs.
Stroke, T. Consunji ... 10st. 10lbs.
Cox, T. Meek ... 9st. 0lb.

"Victoria."

Station No. 3.—Slate, Scarlet Sash.
Bow, S. A. Seth ... 8st. 8lbs.
No. 2, H. A. Lammert ... 9st. 9lbs.
No. 3, E. Thonert ... 9st. 0lb.
Stroke, O. I. Ellis ... 11st. 6lbs.
Cox, C. T. Kew ... 9st. 0lb.

"Shamrock."

Station No. 4.—Carmine and Silver.
Bow, N. A. Gonsalves ... 9st. 0lb.
No. 2, T. Gifford ... 10st. 0lb.
No. 3, A. Ronald ... 11st. 0lb.
Stroke, C. G. Klinck ... 10st. 10lbs.
Cox, L. A. Rose ... 9st. 0lb.

Early in the race Shamrock went to the front and won by two lengths, Klinck's boat being second. Time, 7 mins. 29 secs.

SAILING RACE; for all open boats; any rig. Chinese owned boats excluded. Entrance, \$2. Prize, \$25. Winner of this race on the first day to be penalised 5 minutes. Course, nine miles. Post entries.

There was a little more wind to-day than yesterday, but it still preserved the same direction, nearly due East. Five boats started—

The Sailor's Home Gig.
Police Boat (Mr. Hanson).
Southern Cross Cutter.
Commodore's Galley.
Victor Emanuel's Cutter.

They got away to a good start at 1.4, and the run down to the Green Island mark-boat was made in 21 min., as against 33 min. in Thursday's race. The boats rounded at the following times:—

	H.	M.	S.
Sailor's Home Gig	1	25	10
Commodore's Galley	1	25	13
Police Boat	1	26	25
Victor Emanuel's Cutter	1	26	02
Southern Cross	1	27	30

A good fresh breeze was blowing here, and the little boats had all the wind they wanted in beating up towards Stonecutters' Island. Between the mark-boats at the starting point the three first boats were well together, and they passed the mark in the following order:—

	H.	M.	S.
Commodore's Galley	2	31	00
Police Boat	2	31	35
Sailor's Home Gig	2	32	35

The Southern Cross cutter had lost considerably on the beat up, and the Victor Emanuel's cutter was by this time hopelessly out of the race. The mark-boat off North Point was rounded as follows:—

	H.	M.	S.
Police Boat	3	18	20
Commodore's Galley	3	20	20
Southern Cross	3	27	40

Sailors' Home gig had lost a great deal, and had been overhauled by the Southern Cross. The wind was falling light as the boats rounded here, and the run home was before a light breeze, resulting as follows:—

	H.	M.	S.
Police Boat	3	39	40
Commodore's Galley	3	41	30
Southern Cross	3	48	30

Police Boat, being the winner of Thursday's race, was penalised 5 minutes. By the handicap decided upon by the Committee (15 sec. per foot per mile), though not mentioned on the programme, the Commodore's Galley had to allow to the Police Boat one minute per mile on her four feet of extra length; and the Police Boat therefore became the winner of to-day's race by 2m. 10 sec.

SAILING RACE(Handicap by Committee of Royal Hongkong Yacht Club); for partially decked boats. First prize, Cup; second prize, Cup.

Meteor, Mr. T. W. Lammert.
Maid Marian, Mr. J. Hastings.
Phoebe, Hon. F. H. May.
Erica, Mr. A. Denison.
Sybil, Officers, R. E.
Chanticleer, Mr. C. A. Tomes, 30 sec.
Active, Hon. H. E. Pollock 1 min.
Princess, Mr. J. McKie, 1½ min.
Dart, Dr. Clark, 5 min.
She, Mr. E. M. Hazeland, 9½ min.
Eileen, Capt. Phillips, W. Y. R., 11½ min.
Seabreeze, Capt. Long, D.A.A.G., 14 min.
Elfin, Mr. W. Hamann, 14 min.

Course.—From a line between a flagboat off Kowloon Wharves, flying a White Ensign, and a markboat flying a Red Ensign, round a markboat between Green Island and Stonecutters' Island, leaving it to starboard, across the starting line, round markboat off North Point, leaving it to starboard, and finish across the starting line from E. to W.

The boats got away at 1.15. The Chanticleer was disqualified for starting two minutes before the second gun, having mistaken the judge's gun in the rowing races. The following was the order at the Green Island mark-boat:—

	H.	M.	S.
Erica	1	36	45
Meteor	1	36	50
Maid Marion	1	36	55
Sybil	1	37	20
Phoebe	1	37	35
Princess	1	37	45
Active	1	38	35
Dart	1	38	50
She	1	39	10
Seabreeze	1	39	50
Eileen	1	41	50
Elfin	1	43	45

Crossing the starting line the first time the following were the times:—

	H.	M.	S.
Maid Marion	2	27	10
She	2	28	25
Meteor	2	31	40
Dart	2	31	50
Erica	2	32	35
Princess	2	34	10
Phoebe	2	35	25
Active	2	38	15
Elfin	2	43	—
Eileen	2	44	20
Seabreeze	2	45	20

Sybil had retired. The boats rounded the North Point mark-boat as follows:—

	H.	M.	S.
Maid Marion	3	3	15
Erica	3	7	5
She	3	9	4
Meteor	3	10	—
Dart	3	10	50
Princess	3	12	10
Phoebe	3	13	25

The times at the finish were:—

	Actual Time.			Cor. Time.		
	H.	M.	S.	H.	M.	S.
Maid Marion (2nd)	3	24	40	3	24	40
Erica (4th) ...	3	28	42	3	28	42
Meteor ...	3	31	16	3	31	16
She (1st) ...	3	32	50	3	23	20
Dart (3rd) ...	3	33	20	3	28	20
Phoebe ...	3	33	50	3	33	50
Princess ...	3	34	4	3	32	34
Active ...	3	36	50	3	35	50
Elfin ...	3	48	15	3	34	15
Eileen ...	3	53	25	3	41	40
Seabreeze ...	4	7	45	3	53	45

PRESENTATION OF PRIZES.

The prizes won at the Victoria Regatta were distributed on Saturday afternoon by Mrs. W. C. H. Hastings in the Gymnasium of the Victoria Recreation Club. Hon. Commander Hastings, the Chairman of the Club, congratulated the Club upon the success of this year's regatta and specially referred to the prowess of R. F. Lammert, who was a procession in himself, and quite deserved the many victories associated with his name. After Mrs. Hastings had distributed the prizes, Mr. Armstrong (Secretary) thanked her for performing the ceremony and presented her with a beautiful bouquet. Cheers were given for the Chairman and Mrs. Hastings, for the ladies, for the Secretary, and for Mr. W. H. Potts, the starter. In the evening a dinner was given at the Victoria Hotel, Mr. W. Armstrong presiding, and after the repast appropriate toasts were given and a pleasant evening was spent.

HONGKONG GOLF CLUB

The December competition for the Captain's Cup took place from the 5th to 7th inst. with the result given below. The weather was gloriously fine, the links in good order, and the greens, if somewhat keen, could not be found fault with. Nevertheless the general play was not up to the usual standard, and there should have been more returns in the neighbourhood of 83, considering all the favourable conditions.

CAPTAIN'S CUP

Mr. C. W. May	90	12	78
Mr. F. J. Badeley	95	12	83
Mr. A. S. Anton	92	8	84
Mr. V. A. C. Hawkins	93	8	85
Mr. G. Stewart	91	4	87
Mr. G. W. F. Playfair	107	18	89
Mr. P. de C. Morris	104	13	91
Mr. C. H. Grace	107	12	95

* Wins the Pool

18 entries

"POOL."

The above players also entered for the Pool, together with

Mr. C. H. Grace	103	12	91
Mr. C. A. Tomes	105	11	94

16 entries.

ROYAL HONGKONG YACHT CLUB.

FOURTH CLUB RACE.

This race was sailed in very poor weather and resulted in a walk-over for first place, but a good and rather exciting race for second place. The course was from the usual starting line, round Kowloon rock, Channel rocks, dinghy off pier, leaving all to starboard (twice round); 13 miles. The following boats in the first class went over to the line to start:—

Activ	Mr. H. E. Pollock.
Meteor	Mr. T. W. Lammert.
Princess	Mr. Jas. McKie.
Maid Marian	Mr. J. Hastings.
Phoebe	Mr. F. H. May.
Erica	Mr. A. Denison.
Sybil	Officers, R.E.
Chanticleer	Mr. C. A. Tomes.

And in the second class:—

Dart	Dr. Clarke.
Payne	Officers, R.E.
She	Mr. E. M. Hazeland.
Eileen	Capt. Phillips.
Seabreeze	Capt. Long.

When the gun went at 11.15 there was a very light east wind, but this died away a few minutes after. Many of the boats had not been able to get over to the line before the gun went and for about half an hour the fleet might be seen at anchor all over the harbour, some half a mile to the south and others the same distance to the west of the starting line. At a little before 12 the Phoebe, Sybil, and Meteor caught a light wind from the east and started beating up towards Blackhead's Point, beyond which there was a steady breeze. The Phoebe went away from the other two and got about an hour's lead round the point and had a sail over to herself and came in an easy winner. Sybil and Meteor kept pegging away against the flood tide, getting very little to windward each tack. In the meantime Erica, which had been at anchor near the P. & O. buoy, was observed to make a tack towards Yaumati, as though going for a cruise, but shortly after appeared round Tsim-tsa-tui Point close up to the Praya wall, and by getting into the small bay off Millar's Point crept up to within a few fathoms of Sybil and Meteor, but was not able to clear Blackhead's Point for some minutes after them. Then a race began between these three. The times round the Kowloon rocks were as follows:—Phoebe 12.44.50, Sybil 1.42.2. Meteor 1.43.10, Erica 1.46.35, Maid Marian 2.36.10. The Maid gave up after the first round. A short beat in a good breeze brought the boats to Channel Rocks, when the times were—Phoebe 1.12.30, Meteor and Sybil 2.6.0, Erica 2.10.14, Maid Marian 3.05.0. In the run down to the mark boat the Meteor got in front of Sybil and the times here were—Phoebe 1.51.05, Meteor 2.41.5, Sybil 2.44.15, Erica, 2.47.17. The wind off Kowloon was about north-west and Erica, Sybil, and Meteor all closed up on the leaders of the second class, which had not gone very far on their first round, and off the Dock point there were five boats within a circle of 50 yards radius. Erica came away first into a light-east wind, followed by Sybil, and after a reach Kowloon rock was rounded as follows:—Phoebe, alone, at 3.7.2, then Erica 3.55.25, Sybil 3.56.30, Payne 3.57.15, Meteor 3.57.40, Dart 3.55.30. All the rest of the second class gave up about this time. A beat in light weather and Channel rocks were passed by Phoebe at 3.41.45, Erica 4.17.0, Meteor 4.19.39, Sybil 4.20.20, Payne 4.22.11, and Dart 4.25.28. In the run down to the line Meteor and Sybil had a luffing match, by which they lost a considerable distance, and the line was crossed in almost a flat calm as follows:—

Phoebe	4.44.35	First	10 marks
Erica	5.11.44	Second	4 marks
Sybil	5.17.42	Third	1 mark
Meteor	5.25.4		

In the second class only two boats completed one round.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

AMERICAN AND ENGLISH BICYCLES.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—In your issue of the 9th you publish a letter enquiring as to the truth of *To-day's* hostile criticism of American bicycles. *To-day* can hardly be taken as an authority on cycling matters; its remarks on cycling were being held up to ridicule in the cycling papers a few months ago, and they themselves are generally considered to be too much in the hands of advertisers. American machines were freely praised in *Cycling* of a few mails back and also freely slated by later correspondents. The extract from *To-day* is apparently intended to apply to all American machines, but the word "cheap" appears once, also the price is quoted at £15. Now the American machines that were known at home this summer were the Crescent Cleveland, and Columbia (others appeared later), and the net price of these was from £20 to £23 within a few shillings (the Crescent had a second grade at £15). For these machines comparison was challenged with English machines of £30 (net), and respective views were generally guided by respective fads. (All American cycles in England were fitted with wood rims, that and lightness being their chief distinctions, and wood rims were not in favour in England). There are several English makers who turn out machines that are above reproach, and undoubtedly the same remark applies to American and French (Gladiator) machines, but in comparing their virtues you must compare their prices, not contrast a £15 American with a £30 English. The whole question of a good or a bad machine depends upon the price; only the novice expects to combine a low price and a good machine in England, and £5 saved under £20 is usually £10 wasted. It is not only American machines that collapse. The *Cyclists' Touring Club Gazette* for September contains a letter from a veteran cyclist on a second grade English machine costing £17 complete, and weighing 40lbs. (which, in view of the weight, he believed would be reliable, as heavy machines can be turned out cheaper), which rapidly fell to bits.

The great point claimed for American cycles is their lightness, but 24lbs. generally comes out 27lbs. at least on the scales, and to achieve this lightness tiny pedals, light cranks, and probably ineffectual mud guards are used, with a narrow chain and diminished clearance (so no gear case). Lightness has been the craze of late, but in actual use a machine of over 30 lbs. gives greater satisfaction than one 5 lbs. lighter. A thoroughbred does not make a good hack; why expect a machine of, or approaching to, racing weight to be a good roadster? It is not a question of strength. A 22 lbs. English machine is strong enough for any fair treatment on the road, but it will show what vibration is, and the rider will waste more power than would have driven a 30 lbs. cycle in comfort. A difference of 4 lbs. in weight of a machine can be made in the saddle and pedals alone.

But cycling in Hongkong is on a different basis to England. There is the heat and its effect on tyres. (The sun on a hard blown tyre can burst it). American machines generally have the tyres cemented on to the rims (wood rims seem to be on all fours with steel, so long as non-detachable tyres are used), but my belief is that the cement is liable to give in the heat. (That has happened to an American machine of mine.) The tyre then works round and probably the valve is torn out before the mischief is discovered. Another thing to be avoided is the single tube tyre often seen on American wheels, as if a puncture does occur it has to be plugged from the outside and sooner or later that plug blows out. The American Morgan and Wright quick repair tyre is an excellent one (but is cemented to rim). I dislike Dunlops for wear, but as they are easy to repair and keep in order they are probably the best to have out here, especially as the Company brought out a "tropical" tube in July last specially for the East, though on my going to enquire about them they advised me to keep the ones I had,

saying they had never had any complaints as to their holding in India. Some other tyre samples I had for the sake of the mending rubber rotted at once from the heat. The question of repairs in Hongkong is also a serious one. A low priced machine is for ever going wrong and if a cycle gets into an ordinary mechanic's hands its last state is pretty certain to be worse than its first. In Hongkong it is not a question of tours, but of short rides, over, I understand, fairly good and level roads (the Happy Valley and Shauiwan are the only ones I have cycled on), and for such conditions any machine will do. But the difference in motion between a good and an indifferent machine is the same as between a free moving horse and a slug. A low priced machine may run easily to begin with, but it probably does not keep it up for over its first 100 miles. Cycling is a pleasure or a toil according to the machine, and a high grade cycle would be a revelation to anyone accustomed to a poor one, and though expensive to begin with it will probably have cost less at the end of a year. In cycles, indeed, the best is cheapest irrespective of its nationality.

I bought my own machine (English), after much trouble, with a view to having one which would not go wrong when out here, and after some 3,000 miles over every variety of English roads—and it was always used hard, not saved—it is as good as the day it was made, for all riding purposes, while in spite of mud guards, break, and gear case it always runs absolutely silent. (Cost £28 net).

This is too long a letter already, but I shall be very pleased to give anyone hints on machines or to put them in the way of getting a good one from England.

C. T. C.

10th December, 1896.

THE COUNCIL MEETING AND THE HON. FRANCIS H. MAY.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—When reading your article of this morning I felt sorry that you did not feel able entirely to support the Captain Superintendent of Police in the position which he took on Monday last. It is always "well to be zealously affected in a good thing," and in Mr. May we have an enthusiast in his office, which is one of the most important in the colony. I cordially agree with you in commending Mr. May's independence, and consider that were the officials, in whom, as a body, the public have a good deal of confidence, allowed a little more liberty, and were the permission to speak and vote according to their individual opinions, which has been occasionally given by the Governor, the rule instead of the exception, it would go a long way towards satisfying those who clamour for popular representation in the Council.

It might have been more to the point if the hon. gentleman had objected to the outlay of half a million of dollars upon public offices whilst the police constables are housed in unwholesome quarters. Mr. May has asked for another station at West Point, to supply the place of that which has been appropriated as a hospital. He has also made repeated representations as to the unsuitability of No. 9 Station in Caine Road for Europeans during the summer months. There is no upstairs floor, and it was naturally thought that, after the death which occurred there lately under very sad circumstances, something would immediately have been done. If the urgent representations of the head of a department are ignored, what course is open to him except that adopted by the Hon. F. H. May? The fact of a good deal of sickness during the hot weather among the British portion of the police force calls, I think, for investigation, to see what part of this is preventable.—Yours faithfully,

RATEPAYER.

Hongkong, 9th December, 1896.

We (*Japan Gazette*) understand that on the occasion of the visit of the Empress to Yokosuka, for the purpose of inspecting the *Chinyen*, Her Majesty requested the Japanese Admiral to liberate all naval prisoners. H.B.M. flagship *Grafton* being in dock at Yokosuka at the time, a similar request was made to Admiral Oxley, who of course acceded.

THE "NEWCHWANG"-ONWO COLLISION CASE.

JUDGMENT.

The following is the judgment delivered in the Supreme Court at Shanghai, in the *Newchwang-Onwo* collision case:—This suit arises out of a collision which occurred on the 30th of April, 1896, at Woosung at a point somewhere about half-way between the Feima lightship and the *Kwashing*. The *Onwo* was proceeding down the river on a voyage from Shanghai to Hankow and the *Newchwang* was coming up the river on a voyage from Amoy to Shanghai. The *Onwo* crossed the Woosung Inner Bar about 2.25 a.m. by the Feima channel. When she came abreast of the Feima lightship, or a little before, she ported her helm to round it, and a little while after she again ported. The cross-examination of the plaintiffs' witnesses, indicated that the *Newchwang's* contention was that after passing the Feima lightship the *Onwo* went over to the Woosung side. We had no direct evidence in support of this contention and I find, as a fact, and the Assessors agree with me, that the *Onwo* never was on the Woosung (i.e. the *Onwo's* port) side of mid-channel. As she came over the bar she was bound to show her green light to any ship down by the mouth of the Woosung creek, but if she was, as alleged by the witnesses on the *Newchwang*, green to green, this must have been owing to the direction of the bow of the *Newchwang* and not on account of the *Onwo* being far over on the Woosung side of the river. The *Onwo* proceeded after rounding the Feima light on the usual and proper course, namely, on the starboard side of mid-channel. She saw the masthead and red lights of the *Newchwang* off the mouth of the Woosung creek, and shortly after her red light was shut in and the green appeared. The *Newchwang* came on and when close to the *Onwo* blew two blasts of her whistle, starboarded her helm and ran into the *Onwo* from 15 to 20 feet from the *Onwo's* stem. Just before the collision the *Onwo* hard-a-ported and blew one blast of her whistle. We have no evidence that any whistling on one ship was heard on the other, except the two blasts blown by the *Newchwang* just before the collision. The point of collision was well over on the Pootung side of the channel. The *Newchwang* came up the river and, when she was a little below the mouth of Woosung creek, she saw the lights of a steamer crossing the bar. She stopped her engines and drifted on until, as her witnesses say, the approaching vessel showed her green light on the *Newchwang's* starboard bow. If the *Onwo's* green light ever was on the starboard bow of the *Newchwang* it must have been because the head of the *Newchwang* had swung round towards the Pootung side of the river; but, whatever was the reason, the master of the *Newchwang* then determined to come up the Pootung side of the channel. He came on, passing the *Kwashing* (which is well over on the Pootung side) within 60 feet; when nearing the *Onwo* he blew two blasts of his whistle, starboarded, and reversed his engines. The collision followed; both vessels were injured and the *Onwo* sank, causing a most lamentable loss of life both of Chinese and of foreigners. Now it is plain that the *Newchwang* did not comply with Regulation 21. Her explanation is that the *Onwo* so acted as to make her believe that she was going down the Woosung side of the river. With regard to this I would adopt the words used in the case of the *Highgate*:—"It is only where a clear case of necessity is made out that a captain can excuse himself for not following the rule." (The *Highgate*, 62 L.J. N.S. 841), and again in the *Test* it is said: "The principle of law that you are not to adhere to the strict rules of navigation but avoid an accident if possible, is a doctrine to be very carefully watched." (The *Test* 5 N. of C. 278). With regard to the case of the *Commerce* (3 Robinson 287) cited by Mr. Platt in support of his argument that the *Onwo* ought to have given way, it is to be observed that the Privy Council remarked that "though the principle involved in that case may be in itself a sound one it is one which should be applied very cautiously, and only where the circumstances are clearly exceptional. They conceive that to leave to masters of vessels,

a discretion as to obeying or departing from the sailing rules, is dangerous to the public, and that, to require them to exercise such discretion, except in a very clear case of necessity, is hard upon the masters themselves." (The *William Frederick* 4 App. Cas. 669). I put the following question to the Assessors: "Was the course of the *Onwo* after passing the Feima light such as to justify the *Newchwang* in concluding that the *Onwo* was going to take the Woosung side of the river? They answered this in the negative, and I must therefore hold the *Newchwang* to blame. But the *Newchwang* alleges that Regulation 18 applied, and that the *Onwo* did not comply with it. I do not think it is denied by the owners of the *Onwo*, but anyway I find as a fact that the *Onwo* did not slacken speed, stop, or reverse, in fact her engines were going full speed ahead at the time of and after the collision. That being so, it is for the *Onwo* to show why she did not comply with Article 18. So far as I can gather, her contention is that there never was risk of collision until the *Newchwang* hard-a-starboarded and that after that she had not the opportunity to stop and reverse. As to this, let us see what Mr. Cooper said. He was asked (p. 3):

"When did you first see anything of the steamer which afterwards proved to be the *Newchwang*?—Just about abeam of the Feima lightboat.

"What did you see?—I saw her red light and masthead light slightly on our port bow.

In what part of the river was the vessel you saw then approaching? I should say a little above Woosung creek and well over on the Woosung side.

Was there any change in the lights of the approaching steamer?—Yes, she shut in her red light and showed her green.

Soon after, or a considerable time?—Shortly after I first sighted her."

The result of this evidence and an examination of the chart, is that those on the *Onwo* must have known shortly after they sighted the *Newchwang* that she was coming up the wrong side of the channel. In the case of the *Memnon*, (59 L. T.) at page 291, Lord Esher makes these remarks: "Is a sailor justified when he sees another man navigating his ship in a hazardous manner and though not illegally" (the *Newchwang* was acting illegally) "yet in an unsafe way,—is he justified in supposing that the man will only go to the extent he is then going in doing what is risky and hazardous? The gentlemen who assist us agree that an officer is not justified in supposing that." So here I think that when those on the *Onwo* saw that the *Newchwang* was coming within 60 feet of the *Kwashing* and was showing them her green light they ought to have realised that there was risk of collision. Mr. Drummond relied greatly on the case of *Wilson, Sons & Co. v. Currie* (App. Cases 1894, p. 116), but that case is materially different from the present. There the *Thorsa*, which it was sought to hold jointly to blame with the *Otto*, stopped and reversed. But it was said that she ought to have stopped and reversed sooner. The Court held that she was not to blame for not having stopped and reversed sooner; and Lord Halsbury at p. 121 says: "When at last it was apparent to the master of the *Thorsa* that the master of the *Otto* was going to manoeuvre as he ought not to have done . . . he stopped and reversed." In the present case when ought it to have been apparent to the master of the *Onwo* that the master of the *Newchwang* was going to manoeuvre as he ought not to have done? Mr. Cooper says they sighted the *Newchwang's* masthead and red light just about abeam of the Feima lightship and that shortly after she shut in her red and showed her green. The *Newchwang* came within 60 feet of the *Kwashing*, still showing her green light. If any one looks at the chart he cannot help seeing that the *Newchwang* was not then on her proper side of the channel, and if she was showing her green light it must have been apparent to those on the *Onwo* that the *Newchwang* was manoeuvring in an improper manner, and I think that that ought to have been apparent some time before the *Newchwang* was abreast of the *Kwashing*. The question I put to the Assessors was: "When should those on board the *Onwo* have reasonably concluded that there was risk of collision?" To this they replied: "As soon

as the *Newchwang* had passed the *Kwashing*. Then in order to see if the *Onwo* could excuse herself in accordance with the maxims derived from the *Khedive* (5 App. Cases 876, 902) and the *Benares* (9 P.D. 16) I asked the Assessors the following questions: "After that, had they the opportunity to stop and reverse?" Answer: "Yes, to stop and reverse the engines, but not the ship." "Could they have stopped and reversed?" Answer: "Yes." "Was the continuing to go full speed ahead the only chance of avoiding the collision?" Answer: "No." I must therefore hold the *Onwo* to blame for not complying with Regulation 18. Whether the collision could have been entirely avoided had she stopped and reversed when risk of collision arose may be doubted, but I have no doubt that the disastrous effects of the collision could have been greatly mitigated. I wish also once more to impress upon masters of vessels the absolute necessity of adhering to the Regulations. If those Regulations are carefully adhered to there need not be any great danger in navigating this river; but if they are not adhered to such collisions as that between the *Onwo* and the *Newchwang* will occur. The judgment of the Court is that both ships were to blame, and the usual decree will follow.

HONGKONG.

We are enjoying magnificent weather now and cyclists, who are largely increasing in number in the colony, are taking every advantage of the favourable times. The annual regatta was held on Thursday and Friday and proved most enjoyable and also interesting from a sporting point of view. On Monday a meeting of the Legislative Council was held. On Tuesday Hon. F. H. May appeared at the Police Court to prosecute three firemen who had absented themselves from duty. The charge was dismissed, two of the men being cautioned and one reprimanded.

The football match on Saturday between the Hongkong Football Club and Kowloon resulted in a win for the latter by five goals to nil.

The Rugby football match between the Hongkong Football Club and the West Yorkshire Regiment on Tuesday afternoon was won by the Club by five points to nil.

On the 14th December Mr. J. L. Prosser, Acting Superintendent of Crown lands, sold two lots of Crown land at Hunghom for \$3,500. The purchasers were the Hongkong Land Investment and Agency Company, Limited. The upset price was \$1,426.

The Secretary of the Panjom Mining Co., Limited, advises us that he has received the following telegram giving the result of the November cyanide clean-up:—"The cyanide plant worked 27 days treating 610 tons of tailings yielding 240 qzs. of bullion of an average assay value of £1 13s. 6d. per oz."

A very enjoyable organ recital was given at Union Church on the 14th December by Mr. George Grimble, assisted by Mrs. P. Sachse, Mr. G. P. Lammert, and Mr. E. Mirow, who gave vocal solos. Mrs. Sachse's rendering of Sebastian Bach's "In Deine Haende" and two Christmas carols was a treat which will not soon be forgotten by those who had the pleasure of hearing it.

At 12.50 on Thursday morning a fire broke out on the ground floor of an oilman's store at 10, Queen's Road West. The floor was burnt out, but the remainder of the building was not touched by the fire. The contents were insured with Messrs. Siemssen & Co. in the Sun Insurance Company for \$2,300. Hon. F. H. May, Superintendent of the Fire Brigade, was in charge of the firemen, and Inspector Kemp with a body of police saw that the crowd did not hamper the work of the Brigade.

We saw the other day a new device applied to a mountain chair, namely, a folding hood in substitution of the usual "top." The hood is like a miniature carriage or ricksha hood and when not wanted folds back on the basket behind. It can be raised or lowered in a moment and struck us as being much less cumbersome than the old-fashioned "top." We hope the inventor, a prominent Government official, will excuse our taking the liberty of describing for the benefit of the chair-using public, his ingenious device.

A father and son were severely injured by burns on Thursday night in their house at 151 Hollywood Road. The son, whose name is Abdul Hassen, went to bed at 8.30 and rose again at 9 o'clock, when he accidentally upset a lighted kerosine lamp. The flames partly enveloped him and his screams attracted the attention of his father, who was in the adjoining room, and he smothered the fire by throwing a blanket over his son. Both were badly burnt about the face, arms, and body, and they were taken to the Government Civil Hospital.

On the 14th December a special session of the Justices of the Peace was held at the Magistracy to consider an application by Cawasjee Byranjee for a publican's licence for the Honghom Hotel, 30, Bulkeley Street, Honghom. Hon. Commander Hastings presided and there were also present Messrs. G. C. Anderson, R. C. Wilcox, A. Shelton Hooper, A. J. May, M. S. Sassoon, R. M. Mehta, E. W. Mitchell, W. Danby, and W. M. B. Arthur. Deputy Superintendent Corcoran objected to the granting of the licence on the ground that there was no necessity for a hotel at Honghom. Mr. D. Gillies also wrote objecting on behalf of the Dock Company. The Justices, after deliberating in private, decided to grant the licence. Mr. J. F. Reece appeared for the applicant.

The installation of the Worshipful Master and celebration banquet of the United Service Lodge, No. 1341, E.C., took place at the Freemason's Hall on 8th December. The ceremony of installation was performed by the District Grand Master, Right Wor. Bro. C. F. Chater, assisted by the D.D.G. Master, Wor. Bro. E. C. Ray, and officers of the Grand Lodge. The Wor. Master, Bro. H. E. A. Hoile, invested his officers as follows:—I.P.M., Wor. Bro. W. C. H. Hastings; S.W., Bro. Dan Hall; J.W., Bro. W. H. E. Smith; Treasurer, Bro. J. Bremner; Secretary, Wor. Bro. H. J. Watson; S.D., Bro. J. R. Craik; J.D., Bro. S. A. Symes; D.C., Bro. H. Horley; Steward, Bro. Colin Rae; I.G., Bro. G. W. Watling; Tyler, Bro. J. Grumble. The banquet, at which over 120 brethren and guests participated, was most efficiently managed under the personal superintendence of Bro. Farmer, and the usual Masonic toasts, which were interspersed by musical efforts, were duly honoured. The electric light, consisting of the blazing star, the square, level, and plume rule, together with the decorative table lights, presented a very pleasing and effective sight.

On Saturday afternoon the trial trip of Mr. A. R. Marty's steamer *Hailan* took place. The steamer is the *Activ* renamed, and it will be remembered that some months ago she ran ashore on the rocks at Sad Point, Hainan Straits, and she was in such a perilous position, a rock sticking right through her bottom, that it appeared almost useless to attempt to get her off. The steamer was sold by auction and Mr. Marty bought her for \$1,500 and gave instructions to Mr. Jack, of Haiphong, to do everything possible to save her. Mr. Jack succeeded against all odds. Three times she was floated, but on each occasion she was dashed on to the rocks again and of course the number of holes increased. The work was persevered with and after a tremendous amount of labour the boat was finally floated and towed into Hongkong. She was in a very sorry condition on being handed over to the Dock Company, but now the extensive repairs have been completed the steamer presents a totally different appearance and is practically as good as new. At the beginning of last month she was renamed the *Hailan* and on Saturday she covered a measured two miles at the rate of ten knots an hour. The vessel is comfortably fitted up, the passenger cabins and saloon and the chart room being forward on the upper deck and the officers' quarters aft, also on the upper deck. The carrying capacity has been thereby materially increased, as formerly this accommodation was provided below. The engines and boilers have been passed as satisfactory by Mr. Mumford, Lloyd's Surveyor. Mr. Marty invited a small party on board on Saturday, the Consuls for Belgium and Holland being amongst the guests. Appropriate toasts were given during the trip, which was exceedingly pleasant and in every way highly successful.

A notification appears in the *Gazette* particularly warning persons not to export arms, ammunition, or naval and military stores to the Philippine Islands.

The maximum temperature last month was 79.6, on the 3rd, and the minimum 61.7, on the 17th, the mean for the month being 71.7. The rainfall amounted to 2.975 inches.

A football match between the St. Joseph's Football and Craigengower Football Club was played at the Happy Valley on Saturday afternoon. The game only lasted twenty minutes and resulted in a win for St. Joseph's by two goals to nil.

The installation meeting of St. John's Lodge took place in Freemasons Hall on Monday evening, when Right Wor. Bro. C. P. Chater, the District Grand Master, who was attended by Wor. Bro. E. C. Ray, Deputy District Grand Master, and Officers of the District Grand Lodge, installed Bro. J. I. Andrew into the Chair of R.W.M. for the ensuing year. Right Wor. Bro. Andrew then installed and invested his officers as follows:—I.P.M., Wor. Bro. F. Howell; S.W., Wor. Bro. H. B. Bridger; J.W., Wor. Bro. Wm. Farmer; Treasurer, Bro. Jas. Lochhead; Secretary, Bro. W. M. Thomson; Senior Deacon, Bro. G. G. Burnett; Junior Deacon, Bro. J. Burgess; Organist, Bro. A. J. McL. Farr; D.C., Bro. A. Weill; Stewards, Bro. J. C. Goodchild, Bro. J. W. Osborne; I.G., Bro. F. Bishop; Tyler, Bro. B. Jorus. After the business of the Lodge was finished the brethren assembled in the Banqueting Hall and sat down to a banquet, provided by Bro. W. Farmer, of the New Victoria Hotel. The usual loyal and masonic toasts were given and received and the remainder of the evening was enlivened by the music and songs of Bro. C. T. Robinson, G. P. Lammert, H. B. Bridger, C. Crespian, G. Grimshaw, and others. This was kept up till an early hour, when the pleasant gathering broke up, after having had one of the most enjoyable evenings spent in St. John's Lodge.

COMMERCIAL.

TEA.

CANTON, 15th December.—Macao Congous.—Settlements during the fortnight amount to about 2,000 boxes at Tls. 12/21 per picul, showing no material change. The quality continues to be very unsatisfactory and offers no inducement to buyers. Scented Capers.—No fresh purchases have transpired, but 3/4,000 boxes have been recently shipped on native account, which will bring the total export up to 5,100,000 lbs.

SHANGHAI, 11th December.—(From Messrs. Welch, Lewis & Co.'s Circular).—Our last "printed" Tea market advices were under date 27th ult. The estimate of export of Tea from Calcutta to the United Kingdom has recently been raised four million pounds, making a total of 130,000,000 lbs., against 122,000,000 lbs. for the previous season. Black Tea.—This market is quite lifeless; settlements during the interval amounting to only 1,068 half-chests. The whole business done in Shanghai since the opening of the market is 44,005 half-chests distributed amongst sixteen buyers, of whom one is responsible for a third of the settlements. A Committee of buyers has been nominated for the furtherance of a scheme to improve the curing of Teas in the North of China, and it is possible that something may be commenced during the coming twelve months. Isolated experiments as samples prove beyond question that the leaf is capable of making Tea of surprising quality, but Teamen fear to incur the extra cost involved.

Settlements reported are:—
Ningchow, 106 1/2 chts. at Tls. 15.50 to a pol.
Oozam ... 389 " " 12.50 to 13.05 "
Oopack ... 569 " " 12.40 to 12.50 "

Green Tea.—Pingsueys have been quiet, and prices have been barely maintained. Country Teas.—A fair demand has existed, but there has been no eagerness to buy, and prices in some instances show a decline of half a tael on offers once refused. Hysons.—There has been a nominal decline in quantities under Tls. 35 a picul, but most of the settlements are Teas which were held for over market prices, and are now being sold. The following figures of export of Green Tea to chief markets in the United States are taken from the Customs Daily Returns:—

	1896-1897.	1895-1896.
To Chicago	1,288,435 lbs.	2,710,336 lbs.
To New York	10,916,496 "	14,441,068 "
	1894-1895.	1893-1894.
To Chicago	2,852,518 lbs.	1,791,373 lbs.
To New York	11,122,595 "	13,000,498 "
Settlements reported since 27th ultimo:—		
Pingsuey	3,232 1/2 chts. at Tls. 17 to 28 a pol.	
Moyune	5,930 " " 20 to 23 1/2 "	
Tienkai	3,220 " " 20 to 25 1/2 "	
Fychow	61 " " 19 to — "	
Local packed	129 " " 25 1/2 to — "	

Total ... 12,572 1/2 chts.
Settlements from opening of the market to date —

	Settlements.	Stock.
Pingsuey ...	129,580 1/2 chts. ...	14,285 1/2 chts.
Moyune ...	84,640 " "	
Tienkai ...	59,206 " "	8,575 "
Fychow ...	15,599 " "	
Local p'kd ...	7,550 " "	435 "

Total ... 296,584 1/2 chts. ... 18,295 1/2 chts.

SILK.

CANTON, 16th December.—Tsatlees and Reels.—No business to report. Quotations are nominally unchanged. Filatures.—Have remained very dull during the fortnight. Reelers generally are not under immediate pressure to sell, and, hoping for a revival with the turn of the year, endeavour to uphold prices as much as possible, but rates notwithstanding have weakened \$10/15 per picul. The only sales reported are: Kwang Sun On 11/13 at \$610; Kai Sun Cheong 13/15 at \$675; Yan Hing Cheong 14/16 S.R. \$600; Kum Lun 14/16 S.R. \$575; Yee Wo Lun 13/15 \$505; Chee Kee 13/15 \$485. The enquiry for America has been very slack. Waste—Is weak with moderate transactions. Stocks:—Tsatlee, 800 bales; Filature, 2,500 bales.

Shanghai, 11th December.—(From Mr. A. R. Burkill's Circular).—London advices to 9th current quote a quiet market with Gold Kiling at 8/7 1/2 and Blue Elephants 10/3. Raw Silk.—I have again to report a very quiet week, settlements are very small, and business could probably be done at Tls. 5 under last week's quotations, viz., Gold Filins at Tls. 350. Tsatlees.—No transactions. Hangchows.—Only 20 bales. Taysams.—Small transactions only. Yellow Silks.—A fair business has been done, and settlements amount to 300 piculs, remaining same as last week. Arrivals, as per Customs Returns 3rd December to 9th, are 987 bales White, 108 piculs Yellow, and 1,523 piculs White Silk. Filature and Reels.—No business. The American market still continues disappointing. A few consignments only are being shipped. The export of Steam Filatures to date is as follows:—To London 2 bales, Continent 1,171 bales, America 1,063 bales. Wild Silk.—Large deliveries have been made this week under old contracts. Waste Silk.—Curles 60.30.10 have been done at Tls. 52/53, and Curles No. 1 at Tls. 62, Boiled Waste, 1, 2, at Tls. 11 1/2, Szechuen Light Tussah Waste at Tls. 23. Pongees.—Nothing doing.

CANPHOR.

HONGKONG, 16th December.—Large arrivals are reported and prices are declining. Quotations for Formosa are \$49.25 to \$49.50. During the week sales have been 250 piculs.

SUGAR.

HONGKONG, 16th December.—The market is dull. Following are the quotations:—
Shekloong, No. 1, White ... \$7.20 to 7.24 per pol.
do. " 2, White ... 6.59 to 6.65 "
Shekloong, No. 1, Brown ... 4.50 to 4.52 "
do. " 2, Brown ... 4.31 to 4.35 "
Swallow, No. 1, White ... 7.10 to 7.12 "
do. " 2, White ... 7.23 to 7.25 "
Swatow, No. 1, Brown ... 4.40 to 4.42 "
do. " 2, Brown ... 4.27 to 4.30 "
Sochow Sugar Candy ... 11.07 to 11.11 "
Shekloong " " " 9.54 to 9.56 "

MISCELLANEOUS EXPORTS.

The steamer *Claverhill*, Hongkong to New York 28th November, took:—7,678 rolls Matting, 1,056 packages Merchandise, 320 boxes Cassia, 1,250 bales Cassia, 116 bales Rattancore, 50 bags Beans, 25 casks Lithmus Paper, 96 boxes Essential Oil, 20 cases Bristles, 65 cases Staranised Oil, 50 cases Staranised, 8 cases Blackwoodware, 10 packages Fire Crackers, and 6 cases Straw hats, from Kobe;—45 cases Curios, and 1 bale Carpets.

LANDS, HOTELS, AND BUILDINGS—Hong-kong Lands have ruled rather weaker with sale and sellers at \$76. West Points have found buyers at \$184 and close steady at that. Hotels have continued in favour and found further buyers at \$804. Humphreys have ruled firm at \$9 with no sellers, and sales are reported at \$9.25.

MISCELLANEOUS.—A. S. Watsons have been negotiated at \$12.25 and close steady. Electrics have changed hands at \$6.40 and are wanted at the rate. Sales of Fenwicks, Ropes, and Bell's Asbestos have been effected at quotations.

Closing quotations are as follow—

COMPANY	PAID UP	QUOTATIONS
Banks—		[\$352], buyers
Hongkong & Shanghai	\$125	189, 6 prem—
China & Japan, pref.	25	nominal
Do, ordinary	21 10s	nominal
Do, deferred	21	25, buyers
Nat'l Bank of China		
B. Shares	28	\$264, sellers
Founders Shares	21	\$100, sellers
Bell's Asbestos E. A.	15s	\$4, buyers
Brown & Co., H. G.	\$50	(in liquidation).
Campbell, Moore & Co.	\$10	\$6, 2
Carmichael & Co.	\$20	\$3
China Sugar	\$100	\$137, sellers
Dakin, Cruick & Co.	\$5	nominal
Dairy Farm Co.	\$5	\$5, nominal
Fenwick & Co., Geo.	\$25	\$291, sales & sellers
Green Island Cement	\$10	\$184, buyers
H. & China Bakery	\$50	\$30
Hongkong & C. Gas	\$10	\$110
Hongkong Electric	\$8	\$6.40, sal. & buyers
H. H. L. Tramways	\$100	\$99, sellers
Hongkong Hotel	\$50	\$304, sales & buyers
Hongkong Ice	\$25	\$108, buyers
H. & K. Wharf & G.	\$50	\$594, sal. & sellers
Hongkong Rope	\$50	\$137, buyers
H. & W. Dock	\$125	214 p. ct. prem.—
Insurances—		[\$392], sales & b.
Canton	\$50	\$185, sellers
China Fire	\$20	\$103, sales & buyers
China Traders	\$25	\$75, sales & sellers
Hongkong Fire	\$50	\$366, buyers
North-China	\$25	Tls. 195, buyers
Straits	\$20	\$26, sales & buyers
Union	\$25	\$225, sellers
Yangtze	\$60	\$147, sellers
Land and Building—		
H. Land Investment	\$50	\$76, sales & sellers
Humphreys Estate	\$10	\$91, sales
Kowloon Land & B.	\$30	\$17, sellers
West Point Building	\$40	\$184, sales
Luzon Sugar	\$100	\$45
Mining—		
Charbonnages	Fcs. 500	60
Jebeu	\$5	\$2.75, sellers
New Balmoral	\$3	\$1.15, sales
Oliver's Mines, A.	\$5	\$5, sellers
Do, B.	\$24	\$24, sellers
Punjom	\$4	\$12.25, sal. & buyers
Do, Preference	\$1	\$3.90, sales & sellers
Ranbs	13s. 10d.	\$9, sales & buyers
Steamship Coys.—		
China and Manila	\$50	\$58, sales
China Mutual Ord.	25	\$6, sellers
Do, Preference	210	\$7, sales
Douglas S. S. Co.	\$50	\$58, sales
H. Canton and M.	\$15	\$324, sales & sellers
Indo-China S. N.	210	\$41, buyers
Wanchai Warehouse Co.	\$374	\$45
Watson & Co., A. S.	\$10	\$12.25, sal. & sellers

J. Y. V. VERNON, Broker.

SHANGHAI, 11th December.—(From Messrs. J. P. Bisset & Co.'s report.)—Business during the week has not been a very brisk, and there is but little change in rates to report. Banks.—Hongkong and Shanghai Banking Corporation.—Shares were purchased from Hongkong at 180½ per cent. premium, and local shares have changed hands at 181 per cent. premium. There are a few shares offering at 181 at the close. National Bank shares are quoted nominal at \$264, in Hongkong. Shipping.—Indo-China S. N. shares have changed hands at Tls. 294 to Tls. 30 for cash, at Tls. 301 for December, and Tls. 324 for April. There are sellers of Douglas Steamship shares at \$59. Docks.—Shares in S. C. Farnham & Co. have been sold at Tls. 180. Marine Insurance.—North Chinas are offering at Tls. 196. Yangtze shares have been sold at \$145 for cash, and \$147 for the 31st current. There are cash sellers at \$145. Straits have changed hands at \$264 for December, and are offering at \$264 for cash. Canton Insurance shares are offering at \$185. Fire Insurance.—There is no business reported here. Wharves.—Shanghai and Hongkong Wharf shares are offering. One or two lots of Hongkong and Kowloon Wharf and Godown shares have changed hands at \$58. Tugs and Cargo Boats.—Taku Tug and Lighter shares have been placed at Tls. 105. Shanghai Tug Boat shares are offering. Sugars.—Perak Sugar Cultivation shares have been sold at Tls. 25 cash, and Tls. 27 for delivery on the 31st March. Shares are wanted for March at the same rate. Rumors have been done in China Sugar Refining shares at \$1384 cash, and \$140, \$136 and \$1364 for the 31st December. Luzon Sugar Refining

shares have changed hands in Hongkong at \$45. Lands.—Shanghai Land Investment shares have been sold, fully paid up shares at Tls. 821, and shares with Tls. 30 paid up at Tls. 61 and Tls. 601. Industrial.—Ewo Cotton shares have been sold, and are wanted at Tls. 80. International shares changed hands, and are offering at Tls. 924. Miscellaneous.—Shanghai Waterworks shares changed hands at Tls. 253. Shanghai-Sumatra tobacco shares were placed at Tls. 100, and are offering. Shanghai-Langkai Tobacco shares have been sold at Tls. 270 and 275 for cash, Tls. 270 and Tls. 280 for the 31st December, and Tls. 310 for the 31st March. Cash shares are offering. Shanghai Horse Bazaar shares were placed at Tls. 75. Hall & Holtz shares were sold at \$374 and \$38 cash, and \$39 and \$894 for the 31st March. They are offering.

CLOSING QUOTATIONS.

WEDNESDAY, 16th December.

EXCHANGE.

ON LONDON.	
Telegraphic Transfer	2/11
Bank Bills, on demand	2/11
Bank Bills, at 30 days' sight	2/11
Bank Bills, at 4 months' sight	2/11
Credits, at 4 months' sight	2/2
Documentary Bills, 4 months' sight	2/21
ON PARIS.	
Bank Bills, on demand	2.68
Credits, at 4 months' sight	2.73
ON GERMANY.	
On demand	2.17
ON NEW YORK.	
Bank Bills, on demand	514
Credits, 60 days' sight	53
ON BOMBAY.	
Telegraphic Transfer	166
Bank, on demand	1664
ON CALCUTTA.	
Telegraphic Transfer	166
Bank, on demand	1664
ON SHANGHAI.	
Bank, at sight	714
Private, 30 days' sight	724
ON YOKOHAMA.	
On demand	4% pm.
ON MANILA.	
On demand	8% pm.
ON SINGAPORE.	
On demand	4% pm.
SOVEREIGNS Bank's Buying Rate	9.25
GOLD LEAF, 100 fine, per tael	43.60

TONNAGE.

HONGKONG, 16th December.—During the past fortnight there has been a good demand for tonnage and a considerable number of settlements are reported, but there is very little change to be noted in rates. Freight from Saigon remain about as last quoted, but, except to Singapore, for which some fixtures have been made at 11 cents, there has been very little doing and so Hongkong trade shows no sign of reviving at present. Bangkok business remains at a standstill and four regular liners are reported fixed for voyages in other directions: From Java and Philippines there is little or no enquiry for tonnage. Japan coal freights remain as last quoted, viz., \$1.20 to Hongkong and \$2.10 for Singapore, and at these figures further tonnage could probably be obtained. In sailing tonnage two settlements are reported for New York, and for San Francisco two ships have been fixed, rates for all private at present. For Callao the *Lothair* has been settled.

There are four vessels disengaged in port, registering 5,899 tons.

The following are the settlements:—

Benjamin Seawall—American ship, 1,362 tons, Shanghai and Hongkong to New York, private terms.
Sachem—American ship, 1,312 tons, hence to New York, private terms.
Matterhorn—British steamer, 1,839 tons, hence to San Francisco, private terms.
Sumbawa—British barque, 1,066 tons, hence to San Francisco, private terms.
Lohar—Italian barque, 794 tons, hence to Callao, £1,400.
Atlantic—German barque, 633 tons, hence to Rajang and back, \$4,500.
R. B. Thomas—American ship, 1,333 tons, proceeds to Cebu to load for U.S. under orders from owners.
Edward May—American barque, 890 tons, proceeds to Manila to load hemp for U.S. at \$4.50 gold per ton.
Cassius—German steamer, 1,608 tons, hence to New York, private terms.
Marie Jeboen—German steamer, 1,850 tons, Singapore to Amsterdam and Hamburg, private terms.

Ran—Norwegian steamer, 333 tons, Singapore to Amsterdam, \$1.20 per ton.
Benlapers—British steamer, 1,484 tons, Kuchinotsu to Hongkong, \$1.20 per ton.
Amara—British steamer, 1,566 tons, Moji to Hongkong, \$1.20 per ton.
Skuld—Norwegian steamer, 1,182 tons, Kuchinotsu to Singapore, \$2.10 per ton.
Oscarshol—Norwegian steamer, 704 tons, Moji to Singapore, \$2.10 per ton.
Kongkong—British steamer, 862 tons, Saigon to Singapore, 10 cents per picul.
Devanagere—British steamer, 1,057 tons, Saigon to Singapore, 10 cents per picul.
Machew—British steamer, 996 tons, Saigon to Singapore, 11 cents per picul.
Falkenberg—German steamer, 1,175 tons, Moji to Singapore, 11 cents per picul.
Chusan—German steamer, 719 tons, Lillo to Hongkong, \$2,000.
Mongkut—British steamer, 859 tons, Haiphong to Singapore, 13 cents per picul.
J. Christensen—Norwegian steamer, 1,338 tons, Saigon to one or two ports Java, 17 or 18 cents per picul.
Donar—German steamer, 1,202 tons, Singapore to Nagasaki, \$2.45 per ton.
Tailee—German steamer, 939 tons, Hongay to Swatow, \$1.10 per ton.
Elec—German steamer, 747 tons, monthly, 6 months, private terms.
Progress—German steamer, 799 tons, monthly, 1/1 month, \$2,250.
Telartos—German steamer, 1,578 tons, monthly, 1 month, \$4,000.
Siegfried—German steamer, 1,107 tons, monthly, 1/1 month, \$3,500.
Velocity—British barque, 491 tons, sold at public auction for \$9,600.

VESSELS ON THE BERTH.

For LONDON.—*Palawan* (str.), *Agamemnon* (str.), *Benledi* (str.), *Sunda* (str.).
 For VANCOUVER.—*Empress of Japan* (str.).
 For SAN FRANCISCO.—*Matterhorn* (str.), *City of Rio de Janeiro* (str.), *Sumbawa*, *Gaelic* (str.).
 For BREWEN.—*Bayern* (str.).
 For MARSEILLES.—*Yamaguchi Maru* (str.), *Salsie* (str.).
 For VICTORIA.—*Victoria* (str.).
 For NEW YORK.—*William H. Smith*, *Penobscot*, *Radley* (str.), *Cassius* (str.), *Radnorshire* (str.).
 For AUSTRALIA.—*Guthrie* (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

December—ARRIVALS.
 9, Dordogne, French str., from Marseilles.
 9, Gisela, Austrian str., from Kobe.
 9, Kweilin, British str., from Canton.
 9, Daphne, German str., from Kobe.
 9, Cassius, German str., from Java.
 9, Kwanglee, Chinese str., from Shanghai.
 10, Haitan, British str., from Coast Ports.
 10, Aden, British str., from Foochow.
 10, Woosung, British str., from Canton.
 10, Lyeemoon, German str., from Canton.
 10, Chiyuen, Chinese str., from Canton.
 10, Hydaspes, British str., from Bombay.
 10, Tamise, French str., from Saigon.
 11, Yamashiro Maru, Jap. str., from M'bourne.
 11, Choyang, British str., from Canton.
 11, Glenogle, British str., from New York.
 11, Hikosan Maru, Jap. str., from K'notan.
 11, Hongkong, French str., from Haiphong.
 11, Hong Leong, British str., from Singapore.
 11, Chihli, British str., from Chinkiang.
 11, Sishan, British str., from Saigon.
 11, Ask, Danish str., from Pakhoi.
 12, Orestes, British str., from Liverpool.
 12, Spartan, British cruiser, from Shanghai.
 12, Whampoa, British str., from Chinkiang.
 12, Congo, Span. 3-m. sch., from Banahiang (Camarines).
 12, Nanyang, German str., from Chinkiang.
 12, Phra Nang, British str., from Bangkok.
 12, Yuensang, British str., from Manila.
 12, Whan Tai, Chinese g.-bt., from Shanghai.
 13, City of Rio, Amr. str., from S. Francisco.
 13, Doris, German str., from Haiphong.
 13, Ganges, British str., from Bombay.
 13, Glenyle, British str., from Shanghai.
 13, Hailong, British str., from Tamsui.
 13, Kalgan, British str., from Wuhu.
 13, Kwanglee, Chinese str., from Canton.
 13, Pakhoi, British str., from Canton.
 13, Sendai Maru, Japanese str., from Moji.
 13, Tokio Maru, Jap. str., from Nagasaki.

14. Ancona, British str., from Yokohama.
 14. Bellona, German str., from Hamburg.
 14. Hangchow, British str., from Chinkiang.
 14. Yamaguchi Maru, Jap. str., from Y'hama.
 15. Taiwan, British str., from Shanghai.
 15. Rohilla, British str., from Shanghai.
 15. Sungkiang, British str., from Manila.
 15. Progress, German str., from Haiphong.
 15. Namoa, British str., from Coast Ports.
 15. Esmeralda, British str., from Manila.
 15. Clara, German str., from Haiphong.
 15. Thekla, German str., from Kobe.
 15. Loongmoon, German str., from Shanghai.
 15. Arratoon Apar, Brit. str., from Calcutta.
 15. Borneo, British str., from London.
 15. Idzumi Maru, Jap. str., from Singapore.
 15. Bayern, German str., from Bremen.
 15. Canton, British str., from Wuhu.
 15. Ed. May, Amr. bark, from Honolulu.
 15. Taichow, British str., from Bangkok.
 16. Germania, German str., from Moji.
 16. Formosa, British str., from Tamsui.
 16. Onsang, British str., from Samarang.
 16. Hanoi, French str., from Haiphong.
 16. Peiyang, German str., from Chinkiang.
 16. Meefoo, Chinese str., from Shanghai.
 16. Energia, British str., from Singapore.

DEPARTURES.

9. Dagmar, Norw. str., for Nagasaki.
 9. Triumph, German str., for Hoihow.
 9. Clan Macfarlane, British ship, for San Francisco.
 9. Devawongse, British str., for Bangkok.
 9. Ernest-Simons, French str., for Europe.
 9. Foochow, British str., for Samarang.
 9. Keongwai, British str., for Bangkok.
 9. Ulysses, British str., for London.
 10. Tsinan, British str., for Yokohama.
 10. Haimun, British str., for Swatow.
 10. Sachsen, German str., for Europe.
 10. Albingia, German str., for Kobe.
 10. Kweilin, British str., for Shanghai.
 10. Sullberg, German str., for Haiphong.
 10. Dordogne, French str., for Shanghai.
 10. Airlie, British str., for Australia.
 10. Coptic, British str., for San Francisco.
 10. Gisela, Austrian str., for Trieste.
 10. Woosung, British str., for Shanghai.
 10. Zafiro, British str., for Manila.
 10. Kwanglee, Chinese str., for Canton.
 11. Pakshan, British str., for Swatow.
 11. Aden, British str., for London.
 11. Glenogle, British str., for Shanghai.
 11. Lyeemoon, German str., for Shanghai.
 11. Tamise, French str., for Shanghai.
 11. Toonan, Chinese str., for Chefoo.
 12. Chihli, British str., for Canton.
 12. Chiyuen, Chinese str., for Shanghai.
 12. Hong Leong, British str., for Amoy.
 12. Mathilde, German str., for Hoihow.
 12. Memnon, British str., for Sandakan.
 12. Suisan, British str., for Calcutta.
 13. Chowfa, British str., for Bangkok.
 13. Choyang, British str., for Swatow.
 13. Deuteros, German str., for Saigon.
 13. Haitan, British str., for Swatow.
 13. Hongkong, French str., for Haiphong.
 13. Orestes, British str., for Amoy.
 13. Victoria, British str., for Whampoa.
 13. Whampoa, British str., for Canton.
 14. Kagan, British str., for Canton.
 14. Ganges, British str., for Shanghai.
 14. Yamashiro Maru, Jap. str., for Yokohama.
 15. Ask, Danish str., for Hoihow.
 15. Hangchow, British str., for Canton.
 15. Hailong, British str., for Swatow.
 15. Hikosan Maru, Japanese str., for K'notzu.
 15. Kwanglee, Chinese str., for Shanghai.
 15. Sishan, British str., for Swatow.
 15. Taiwan, British str., for Canton.
 16. Doris, German str., for Haiphong.
 16. Canton, British str., for Canton.
 16. Tokio Maru, Jap. str., for Thursday Island.
 16. Chittagong, British str., for Kobe.
 16. Loongmoon, German str., for Canton.
 16. Bayern, German str., for Shanghai.
 16. Bellona, German str., for Yokohama.
 16. Daphne, German str., for Shanghai.
 16. Hohenzollern, Ger. str., for Yokohama.
 16. Yuensang, British str., for Manila.

PASSENGER LIST.

ARRIVED.

Per *Ernest-Simons*, str., for Hongkong from Yokohama—Mr. Redley, Mr. and Mrs. Geo. Bruck, Miss Goodsell, Messrs. Geo. Weeks, Sofford, Cohn, and Mrs. Kalm. From Shang-

hai—Mrs. Elise A. B. Leiria, Mr. and Mrs. A. J. de Rozario, Messrs. J. David and Bonin, Miss Summers, Messrs. A. H. Emanuel and W. W. Clifford, Sœur Estelle, Sœur Marie, Messrs. C. M. Barradas and W. Barman. For Saigon from Yokohama—Consul and Mrs. Pailhes, Mr. and Mrs. Engler and infant, Sœurs Germain de la Croix and Sidonie, Revs. Garonne and Charrie, Mr. and Mrs. Arnal. For Singapore from Yokohama—Messrs. Obayashi and Okai. For Singapore from Shanghai—Messrs. Launay and Ravitta. For Suez from Kobe—Rev. and Mrs. Plannette. For Port Said from Kobe—Mr. and Mrs. Serge Monyaki. For Port Said from Shanghai—Mr. E. Kraft. For Marseilles from Yokohama—Messrs. G. Yamashita, Iwasaki, G. Odati, Kowashima, Mr. and Mrs. Schöninger, Marquis Saiongi, Messrs. Crosse, K. Henmi, T. Tawaka, K. Hayashi, Menesguen, and Poulliguen. From Shanghai—Consul P. Bure, Mr. Geo. Buller, Mr. and Mrs. Vapereau, Mr. J. Chapal. Per *Aden*, str., from Shanghai for London.—Dr. and Mrs. Elliot Curwen and infant, and Mr. Y. S. Saunders. For Hongkong.—Mr. and Mrs. Milne.

Per *Hydaspes*, str., from Bombay, &c.—Mr. T. Frederick.

Per *Tamiae*, str., for Hongkong from Colombo—Mrs. Beyfus, Consul and Mrs. Frandon, Consul Aparicio, Messrs. de Carvalho, de Holterfort, and A. Finke, Revs. Belates, Rivet, Gaillard, Chartier, Pillastre, and Legros. From Singapore—Mr. and Mrs. Noronha, Mr. Lery, Revs. Sadoux and Rivet. From Saigon—Messrs. Hewatt and Bidouac. For Shanghai from Colombo—Mr. and Mrs. Tomakoff, Mr. P. Zurn, Mrs. Seisson, Revs. Götte and Berliini, Mrs. Larissa, and Rev. Chapdelaine. From Singapore—Mr. Bain and Mrs. Azuma Tomisan. From Saigon—Mr. Levy. For Kobe from Colombo—Rev. Hebert. For Yokohama from Colombo—Mr. and Mrs. de Breanay, Mrs. Meunier, Messrs. Ure, Horni, Mattaldi, and Trucco, Mr. and Mrs. Revon and 2 children, Messrs. Kedroff and Baron, Rev. Guerin, and Mr. Bougdanoff. From Port Said—Messrs. Patton, Fabaledilz, Pelikan, and Gadd.

Per *Yamashiro Maru*, str., from Melbourne for Yokohama—Mr. N. Neymark, Dr. and Mrs. Clindening, and Capt. David Reid.

Per *Glenyle*, str., from Shanghai, &c.—Messrs. D. McGregor and Potts.

Per *City of Rio de Janeiro*, from San Francisco, &c.—Mr. A. Findlay Smith, Dr. S. T. Carrington, Miss Henry, Dr. and Mrs. Geo. McFarland, Rev. and Mrs. F. J. Lyman, J. Leiria, Mrs. Howard, Mrs. Lewis, Mr. H. Hiller, Mrs. J. C. Hubbard, Mr. A. E. Cottier, Mrs. J. Tremaine Smith, Miss Leslie Smith, Mrs. S. E. Carrington, Rev. and Mrs. B. C. Henry and child, Miss Nyrap, Rev. W. A. Niles, Mr. Geo. E. Chapin, Mrs. Monettford, Messrs. T. P. Cochran and A. McGowan, Miss C. A. Sutro, Mrs. Nipian, Mrs. Caroline Cottier, Miss Agnes Erwin, and Mr. Burton.

Per *Ganges*, str., for Hongkong from London—Hon. Mr. and Mrs. Goodman and child, Mr. A. M. Bailey, Comdr. W. H. F. Taylor, Lieut. P. H. Rimington, Messrs. W. G. Stevenson, R. Kyle, W. Cameron, Jas. McDonald, A. McVicar, and R. Thomson. From Bombay—Messrs. Kow Sing, Kow Sun, and Ah Lee. From Singapore—Mrs. Farrell, Messrs. Guak Sun, Teo Abie Nam, and Joo Woo. For Shanghai from London—Rev. G. F. Mosher, Miss Mosher, Mr. and Mrs. Pollard and infant, Mr. Grist, Miss Howe, Rev. and Mrs. Drake and child, Misses Goodwin and Hunt, Messrs. Reynolds and Stoddard. From Bombay—Mr. F. J. Parrott. From Penang—Mr. Dudgeon. For Yokohama via Shanghai, from London—Mr. and Mrs. A. Porter. For Yokohama from London—Mr. and Mrs. Bushby. From Brindisi—Mr. Maruta.

Per *Ancona*, str., from Yokohama—Hon. J. F. Price, Major and Mrs. Jackson, Dr. and Mrs. Darrin, and Messrs. L. C. W. Phillips, G. H. Smith, J. Tamet, A. Donald, Grodekoff, and R. Paterson.

Per *Rohilla*, str., from Yokohama for Hongkong—Mr. Henderson and Mr. and Mrs. Tong Soi Chee and children. From Shanghai—Messrs. W. Gibson, J. H. Hart, Néocibois and P. A. Cox. For Ismalia—Mr. H. A. Held. For Brindisi—Mr. H. A. I. Macray. For London—Mr. F. Souter, Mr. and Mrs. Sweetser, Miss Sweetser, Mr. A. Munro and Mr. G. R. Barry.

Per *Loongmoon*, str., from Shanghai—Messrs. Müller, Daeschner, Munder, Gutierrez, Barfoot, Marshall, Andersen, Brown, and Hansen, Mrs. Brandt and son, Mr. and Mrs. Wong (Chinese Legation of United States of America).

Per *Borneo*, str., for Hongkong from London—Miss Wheeler. From Singapore—Mr. D. Fairweather, Capt. Tyers. For Shanghai from London—Miss Gifford, Mrs. Dasey, Anderson, friend and infant. From Port Said—Mr. B. Gumpel.

Per *Bayern*, str., from Bremen, &c.—Messrs. L. Roehga, Karl Melchers, F. Genahr, Ch. Jürgensen, Carl Engelbrecht, Diestel, Panta, Theod. Sandico, Mr. and Mrs. Fuchs, Capt. Lieut. Lietmann, Messrs. Ad. Schulz and L. W. Kelkenberg, Lieut. zur See Schulz, Mr. José de Veiga, Capt. Fallesen, Messrs. Locke Jui Chu, E. Langeheim, Th. F. von Vloten, Ng Yong Yoo, J. Andrew, H. Smith, Miss Macgowan, Rev. J. S. Wasson, Rev. A. J. Hutchinson, Miss Mary Duncan, Mr. S. Wilkinson.

DEPARTED.

Per *Wingsang*, str., for Swatow—Mr. Cruz and child. For Shanghai—Mr. J. S. Lewington.

Per *Ernest-Simons*, str., from Hongkong for Saigon—Messrs. L. Grant and J. David, Sisters Saint Marc and Josephine, and Rev. Thevenin. For Singapore—Messrs. A. P. Stokes, Jr., F. E. Stockwell, Michaelis, S. Bernstein, H. Bondoroff, and O. Smith, Miss E. Spaniola, Miss M. Campbell. For Colombo—Mr. Dark Yeena. For Bombay—Mr. S. D. Setna. For Suez—Mr. Schesler. For Marseilles—Messrs. Merin, Hardy, Theroulde, Rainband, J. Foreman, J. Monge, Revs. Liton and Sibers. From Yokohama for Saigon—Mr. and Mrs. Pailhes, Mr. and Mrs. Engler and child, Sisters Germaine de la Croix and Sidonie, Messrs. Garrone and Charria, Mr. and Mrs. Arnal. For Singapore—Messrs. Y. Obayashi and H. Okai. For Marseilles—Messrs. G. Yamashita, Iwasaki, G. Odati, and Kowashima, Mr. and Mrs. Schöninger, H. E. Marquis Saiongi (Envoy to France), Messrs. Crosse, K. Henmi, T. Tawaka, K. Hayashi, Menesguen, and Poulliguen. From Kobe for Suez—Rev. and Mrs. Plannette. For Port Said—Mr. and Mrs. Serge Monyaki. From Shanghai for Singapore—Messrs. Launay and Ravitta. For Port Said—Lieut. E. Kraft. For Marseilles—Consul L. Bure, Mr. Geo. Butler, Mr. and Mrs. Vapereau, and Mr. J. Chapal.

Per *Coptic*, str., for Shanghai—Mrs. F. M. G. Carvalho, Mrs. Guedes, and Mr. R. J. Hardoon. For Nagasaki—Mr. Y. Nagano. For Kobe—Miss Kiku Nagata. For Yokohama—Messrs. J. Kuhn, R. A. Duster, A. H. Emanuel, Mrs. and Miss McCormick, Mrs. H. B. Hunt, Miss Hunt. For San Francisco—Mr. W. J. Gorham. For London—Mr. and Mrs. Ellinge.

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